

DOMINION OF CANADA

REPORT

OF THE

DEPARTMENT OF TRADE AND COMMERCE

FOR THE

FISCAL YEAR ENDING MARCH 31

1911

PART VI

SUBSIDIZED STEAMSHIP SERVICES

WITH STATISTICS SHOWING STEAMSHIP TRAFFIC TO DECEMBER 31,
1911, AND ESTIMATES FOR FISCAL YEAR 1912-13.

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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EXCELLENT MAJESTY

1912

FOR INDEXES AND MAPS SHOWING SERVICES PERFORMED,
SEE END OF VOLUME.

EXPLANATION of Estimates for the Year ending March 31, 1913, as compared with those for the Year ending March 31, 1912, with statements of services rendered and Expenditures to December 31, 1911, on account of Mail Subsidies and Steamship Subventions.

XVIII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS.

Amount to be voted... .. \$1,716,934 00

Page. Nos.	Vote No.		1911-12.	1912-13.
			\$ cts.	\$ cts.
5	169	Annapolis and London or Hull, England, or both.....	5,000 00	5,000 00
6	170	Baddeck, Grand Narrows and Iona.....	5,825 00	5,825 00
8	171	Canada and Australia or New Zealand, or both. (Pacific Ocean)..	180,509 00	180,509 00
15	172	Canadian Atlantic ports and Australia and New Zealand.....	120,000 00	120,000 00
18	173	Canada and Great Britain.....	600,000 00	600,000 00
24	174	Canada and Cuba.....	25,000 00	25,000 00
27	175	Canada and Mexico (Atlantic Ocean).....	50,000 00	50,000 00
30	176	Canada and Mexico (Pacific Ocean).....	75,000 00	75,000 00
33	177	Canada and Newfoundland.....	18,000 00	18,000 00
35	178	Canada and South Africa.....	146,000 00	146,000 00
39	179	Caraquet, Shippegan and Miscou Islands.....	1,500 00	1,500 00
41	180	Froude's Point and Lockeport, N.S.....	600 00	600 00
43	181	Gaspé Basin and Dalhousie or Campbellton ..	15,000 00	15,000 00
45	182	Gaspé Basin and the North Shore of the River and Gulf of St. Lawrence. (Schooner service).....	1,000 00	1,000 00
47	183	Grand Manan and the Mainland.....	7,000 00	7,000 00
49	184	Halifax and Canso.....	4,000 00	4,000 00
51	185	Halifax and Newfoundland via Cape Breton ports.....	4,000 00	4,000 00
54	186	Halifax and Spry Bay.....	2,500 00	2,500 00
56	187	Halifax, South Cape Breton and Bras d'Or Lake ports.....	4,000 00	4,000 00
58	188	Halifax and West Coast Cape Breton	2,000 00	2,000 00
59	189	Halifax, St. John's, Newfoundland, and Liverpool.....	20,000 00	20,000 00
62	190	Mainland and the Magdalen Islands.....	15,000 00	15,000 00
64	191	Mahone Bay and Tancook Island.....	1,000 00	1,000 00
66	192	Montreal, Quebec and Manchester, and St. John, Halifax and Manchester.. ..	35,000 00	35,000 00
69	193	Mulgrave and Canso.....	6,000 00	6,000 00
71	194	Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain....	6,000 00	6,000 00
73	195	Mulgrave and Guysboro.....	6,000 00	6,000 00
75	196	Mulgrave and Cheticamp	5,000 00	5,000 00
77	197	Newcastle, Neguac and Escuminac, Miramichi River and Mira- michi Bay.....	2,500 00	2,500 00
79	198	Pelee Island and the Mainland.....	5,000 00	5,000 00
82	199	Petit de Grat and Intercolonial Railway terminus at Mulgrave..	5,000 00	5,000 00
84	200	Moncton and Petitcodiac River.....	2,000 00	2,000 00
86	201	Pictou and Cheticamp.....	2,000 00	2,000 00
88	202	Pictou, Murray Harbour, Georgetown and Montague Bridge.....	6,000 00	6,000 00
		Carried forward.....	1,383,434 00	1,383,434 00

XVIII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS—*Concluded.*

Page Nos.	Vote No.		1911-12.	1912-13.
			\$ cts.	\$ cts.
		Brought forward.....	1,383,434 00	1,383,434 00
90	203	Prince Rupert, B.C. and Queen Charlotte Islands.....	10,000 00	10,000 00
92	204	Prince Edward Island and Cape Breton and Newfoundland.....	12,000 00	12,000 00
94	205	Prince Edward Island and Great Britain.....	7,500 00	7,500 00
96	206	Prince Edward Island and the Mainland.....	12,500 00	12,500 00
99	207	Quebec and Blanc Sablon.....	20,000 00	20,000 00
101	208	Quebec and Gaspé Basin.....	8,500 00	8,500 00
104	209	Quebec and the Isle of Orleans.....	500 00	500 00
105	210	Quebec and North Shore of the Isle of Orleans.....	2,500 00	2,500 00
107	211	Rivière du Loup, Tadousac and other north shore ports.....	6,000 00	6,000 00
108	212	Rivière du Loup, Tadousac and other St. Lawrence ports. (Winter).....	8,000 00	8,000 00
111	213	Sarnia and S. S. Marie.....	4,166 67	10,000 00
112	214	St. Catharines Bay and Tadousac. (Winter).....	3,500 00	3,500 00
113	215	St. John and Digby.....	20,000 00	20,000 00
115	216	St. John, Digby, Annapolis and Granville.....	1,500 00	1,500 00
117	217	St. John, Digby and Bear River and Clementsport.....	1,500 00	1,500 00
119	218	St. John, Dublin and Belfast. (Winter).....	7,500 00	7,500 00
122	218a	St. John and Glasgow. (Winter).....	15,000 00	15,000 00
125	219	St. John, Halifax and London. (Winter).....	15,000 00	15,000 00
127	220	St. John, Halifax and London.....	25,000 00	25,000 00
130	221	St. John, Port Wade and Bridgetown.....	2,000 00	2,000 00
130	222	St. John, N. B. and St. Andrews, N.B.....	4,000 00	4,000 00
132	223	St. John and Halifax via Yarmouth.....	10,000 00	10,000 00
134	224	St. John, N.B. and Margaretville, Port Lorne, Port George, Halls Harbour, Harbourville, and Morden, N.S.....	2,500 00	2,500 00
136	225	St. John and Bay of Fundy and Minas Basin ports.....	5,500 00	5,500 00
138	226	St. John and ports in Cumberland Basin.....	3,000 00	3,000 00
140	227	St. John, Westport and other way ports.....	2,500 00	2,500 00
142	228	St. John and Halifax, or either, and the West Indies and South America.....	79,500 00	79,500 00
144	229	St. Stephen, N.B., St. Croix River Points, Deer Island and Campobello.....	3,000 00	3,000 00
146	230	Sydney and Bay St. Lawrence.....	6,500 00	6,500 00
148	231	Sydney and Whycocomagh.....	3,000 00	3,000 00
150	232	Sydney and around Cape Breton.....	5,000 00	5,000 00
152	233	Victoria and San Francisco.....	3,000 00	3,000 00
154	234	Victoria, Vancouver, way ports and Skagway.....	12,500 00	12,500 00
156	235	Victoria and West coast Vancouver Island.....	5,000 00	5,000 00
		Appropriation for 1911-12, not required for 1912-13.....	69,666 66	
			1,780,767 33	1,716,934 00
		AUTHORIZED BY STATUTE.		
158		Canada, China and Japan (1-2 Geo. V., chap. 25).....	73,000 00	121,666 66
163		Canada and France (8-9 Ed. VII., chap. 36).....	200,000 00	200,000 00
			2,053,767 33	2,038,600 66

169.

ANNAPOLIS AND LONDON OR HULL, ENGLAND, OR BOTH.

ACADIA STEAMSHIP COMPANY.

Contract No. 38.

Vote 169.—Steam Service between Annapolis and London or Hull, England or both.

1911-12..	\$5,000
1912-13..	5,000

This service is performed by the Acadia Steamship Company, Limited, of Annapolis Royal, N.S., under terms of a contract dated August 31, 1911—which expires on March 31, 1912—the principal provisions of which are as follows:—

Ports of Call—Frequency of Service—Speed.

1. The contractors being prepared to charter British steamships of a carrying capacity of from 8,000 to 12,000 barrels—guaranteed expressly built for carrying fruit and specially fitted with proper and sufficient ventilation for that purpose, will place them or such of them as may be necessary for the carrying out of this contract on a route between Annapolis Royal in the province of Nova Scotia and the ports of London and, or Hull in Great Britain, and will therewith run not exceeding five voyages between the said ports prior to the end of the month of March next succeeding the date of these presents. The steamer running the first of such five voyages shall leave Annapolis Royal prior to October 30 proximo. The other trips to follow as cargo offerings may require within the time hereinbefore stated. The voyages may be run from Annapolis Royal to either London or Hull or to both at the option of the contractors. The speed to be maintained on each voyage to be not less than ten knots per hour.

Government Wharfs.

3. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$1,000 per Voyage.

5. A subsidy of one thousand dollars (\$1,000) is payable on the completion of each voyage, when shown on sufficient evidence that the fruit or other perishable produce shipped on such voyage was carried and delivered at the port of destination in good and satisfactory condition in so far as proper stowage and ventilation thereof was concerned.

Mails.

The steamers are not required to carry mails.

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Calls at Foreign Ports.

7. The steamers employed in carrying out the provisions of this contract shall not on any voyage, either outwards or homewards, call at any foreign port not specified in this contract.

VESSELS EMPLOYED IN THE SERVICE.

NAME.	DIMENSIONS.			TONNAGE.		Capacity. Cubic Feet.	Passenger Accommodation.	Cold Storage	N. H. P.	Speed.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.						At	In	Of
	Ft.	Ft.	Ft.							Knots			
Hispania.....	216	30·2	19·8	681	1,114	69,000	Yes.	Nil.	162	12	Newcastle.	1885	Iron.
Vera.....	220	32	16	670	1,200	65,000	Yes.	Nil.	181	12	Copenha- gen.	1902	Steel.

Distance.

Annapolis to Hull, 3,250 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Trips Run.	Passengers Carried.	Freight Carried.	Subsidy Paid.
				\$
1908.....	2	Nil.	16,908 barrels of apples.	2,000
1909.....	3	Nil.	27,398 barrels and 547 boxes apples.	3,000
1910.....	1	Nil.	11,634 barrels and 150 boxes apples.	1,000
1911.....	2	1	17,578 barrels of apples.	2,000

170.

BADDECK, IONA AND GRAND NARROWS.

VICTORIA STEAMSHIP COMPANY.

Contract No. 25.

Vote 170.—Steam Service between Baddeck, Iona and Grand Narrows.

1911-12..	\$5,825
1912-13..	5,825

This service is performed by the Victoria Steamship Company, Limited, Baddeck, N.S., under terms of a contract bearing date July 21, 1911, which will expire March 31, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

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Frequency of Service.

1. 'The contractors having on the first day of April last placed their steamer the *Blue Hill* on the route between Baddeck, Iona and Grand Narrows, and having from that date established and maintained will continue to maintain during the further continuance of this contract with the said steamer or with some other steamer satisfactory to the minister, during the season of navigation between Baddeck, Iona and Grand Narrows, a service consisting of two full round trips daily each way, calling both going and coming at McKay's Point and calling at Kempt Head on the western end of Boularderie Island on trips from Baddeck to Grand Narrows, and such calls to be made only on those days on which the steamer *Marion* makes her westbound trip from Sydney to Whycocomagh.

Change in Service.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

Period of Contract.

3. 'This contract shall remain in force until March 31, 1912, unless sooner terminated by the minister under the provisions of clause 20 of this contract.

Government Wharfs.

Clause 4 provides that the steamer shall call at government wharfs whenever possible.

Subsidy: \$5,825 per annum.

5. The subsidy is five thousand eight hundred and twenty-five dollars (\$5,825) per annum, payable as follows:—

In each year during the continuance of this contract, on the first day of July, the sum of fourteen hundred and fifty dollars (\$1,450); on the first day of October, the sum of fourteen hundred and fifty dollars (\$1,450); on the first day of January, the sum of fourteen hundred and fifty dollars (\$1,450); and on the first day of April the sum of fourteen hundred and seventy-five dollars (\$1,475).

Carriage of Mails.

Clause 8 provides for the carriage of mails.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Blue Hill.....	135	18	7	92	195	.....	500	38	12	East Boston, U.S.A.	1887	Wood.

Distances.

	Miles.
Baddeck to Iona.	12
“ Grand Narrows.	20
“ McKays Point.	10
“ Kempt Head.	5
Distance between terminal points.	20

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Passengers Carried.	Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1907.		4,377	1,240	Not stated.	Not stated.	Not stated.	\$ 5,825
1908.	621	5,147	784	112	2,270	2,680	5,450
1909.	496	5,680	948	101	2,850	2,775	5,825
1910.	470	4,895	902	249	3,101	3,006	5,825
1911.	640	In. 2,276 Out. 2,035	413 276	70 50	1,264 1,258	2,739 200	5,825
		Total . . . 4,311	689	120	2,522	2,939	

171.

CANADA AND AUSTRALIA OR NEW ZEALAND.

UNION STEAMSHIP COMPANY OF NEW ZEALAND, LTD.

Contract No. 27.

Vote 171.—*Steam Service between Canada and Australia or New Zealand, or both, on the Pacific Ocean.*

1911-12.	\$180,509
1912-13.	180,509

This service is performed by the Union Steamship Company of New Zealand, Limited, under terms of an agreement entered into on January 15, 1911, which provides for a service from August 1, 1911, to August 1, 1916.

Ports of Call.

1. The contractors will provide, establish and during the period of five years calculated as and from the first day of August, one thousand nine hundred and eleven, maintain, continue and carry on in the manner hereinafter set forth a regular steamship service between the city of Vancouver, in the province of British Columbia, and the city of Auckland, in the Dominion of New Zealand, calling at the outer wharf in the city of Victoria, in the said province of British Columbia, Honolulu, in the Sandwich Islands, and Suva, in the Fiji Islands, on both outward and homeward voyages from Vancouver to Auckland and from Auckland to Vancouver. Provided, however, that if so required by the minister each voyage from Canada to New Zealand shall be extended to a port or ports in Australia.

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Steamers to be employed and their Equipment.

2. The steamships *Makura*, *Marama*, *Zealandia*, or such other steamships of not less than an equal number of tons gross tonnage to be approved by the minister for that purpose shall be regularly and continuously employed in the said service. Each of the said steamships is warranted to have the most approved triple expansion machinery, refrigerators for ship's use, duplicate electric light engines, special ventilation for tropical voyages, ample saloon and cabin accommodation for at least 130 passengers, and to be provided with every comfort and convenience that is to be found in the best Atlantic liners of its size. Each of the said steamships is further warranted to be of the highest class at Lloyd's or British Corporation, and to comply in every respect with the requirements of the Marine Acts or Regulations of Canada, and each of the said steamships shall during the continuance of the agreement be at all times tight, sound, staunch and strong and well and sufficiently manned, victualled and equipped and in every respect seaworthy, and shall further at all times during the continuance of this agreement retain the qualification and class which it is hereinbefore warranted to possess.

Voyages.

3. The round trip for each of the said steamships shall begin and end at Vancouver, in the province of British Columbia, calling as aforesaid at the outer wharf in the city of Victoria, Honolulu, and Suva on each and every voyage as aforesaid. The first voyage in performance of this agreement shall commence and be made from Vancouver four weeks from the date of the last departure from Vancouver of one of the company's steamships under the supplementary contract expiring on the first day of August in the present year, and subsequent voyages after the first shall commence and be made from Vancouver aforesaid on dates and at times to be from time to time appointed for that purpose by the minister. The duration of each voyage from Vancouver to Auckland and from Auckland to Vancouver shall not exceed twenty days including one day's detention at Honolulu on each voyage both outward and homeward.

Four-weekly Service.—Commencement and Completion of Voyages.—Minister's Decision to be Final.

4. The said service shall be four-weekly and the said steamships shall leave the said ports of Vancouver and Auckland on the days and at the time to be from time to time appointed for that purpose by the minister after consultation with the Postmaster-General of New Zealand. Each voyage shall be deemed to commence as soon after the completion of the embarkation of the mails intended to be thereby conveyed as having regard to practical considerations the anchor of such vessel can be weighed or the vessel can be loosed from its moorings and each such voyage shall be deemed to be completed when the vessel has arrived and been anchored or moored at some position in the port of destination from which the mails can be conveniently disembarked, and the times of the commencement and completion of every voyage shall be ascertained and recorded by the officers of the minister in pursuance of arrangements to be made from time to time by him for such purpose, and the decision of the minister as to all questions relating to any such times or periods shall be final and conclusive.

Call at U. S. Ports.

5. The said steamships shall not during the continuance of this contract call at any port in or of the United States of America (Honolulu only excepted).

Passenger and Freight Rates.

6. The said steamships shall each according to its capacity carry both outward and homeward all the freights and passengers which may be reasonably offered and obtained and at tariff rates both as to passengers and freights which shall be approved by the minister and after consultation with and approval of the government of New Zealand.

No discrimination to be made against Canadian ports, railways, merchants or shippers.

7. No discrimination shall be made as regards tariff rates for either freights or passengers in any manner directly or indirectly against any Canadian ports or against any Canadian railway or railway company, or against any Canadian merchants or shippers, but Canadian merchants and shippers shall at all times have preference for the carriage of their goods over other merchants and shippers as far as regards the Canadian connection.

Carriage of Mails.

8. During the continuance of this agreement the said steamships shall at the cost and expense of the said contractors receive and carry on each and every voyage all such mails as shall be or may be tendered for conveyance to the said steamships or to the masters or any officers on board of the same at the ports of Vancouver and Victoria aforesaid by or on behalf or under the direction of the minister for the time being, his officers, agents or servants, and shall deliver such mails at their proper ports of destination upon the sailing route of the said steamships, as herein indicated, and in order to the due and proper performance of this covenant the said steamships shall each be provided with sufficient and convenient accommodation and protection for all such mails to the satisfaction of the minister for the time being, and the contractors shall further take all reasonable and necessary precautions for the protection of such mails while upon the said steamships from loss, damage or injury in any way, and shall be responsible for any loss or damage thereto caused by the negligence or want of proper care or accommodation on the part of the contractors, or their agents or servants, or on the part of the officers or employees or crew on board of the said steamships.

Landing, etc., Mails.

11. The contractors and all commanding and other officers in charge of the vessels employed under this agreement shall at all times punctually attend to the orders and directions of the minister or his officers or agents as to the mode, time and place of landing, transshipping, delivering and receiving the mails subject to the special provisions herein contained, and so far as such orders and directions are reasonable and consistent with the safety of the vessels.

Delay of steamers for twenty-four hours to receive mails.

16. The minister shall, in case of need and for the purpose of duly forwarding such mails as may be required, have the right to delay the sailing of any of the said steamships for the space of twenty-four hours, but in no case shall the minister exercise the right hereby conferred after the delivery on board such steamships in the ports of Vancouver and Victoria of the mails from Canada and other places intended for conveyance thereby, which mails shall be delivered on board with all reasonable despatch.

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Assignment, &c., of Contract.

19. This agreement shall not nor shall any right or interest therein be assigned, underlet or otherwise disposed of without the consent in writing of the minister to such assignment having been first obtained, unless it be to a Limited or Joint Stock Company, of which the contractors shall be principal shareholders or stockholders.

Manifests, customs certificates, and other proof of performance of service to be furnished.

20. The contractors shall from time to time furnish to the minister full and complete copies of the manifests of the cargoes and lists of the passengers carried by each of the said steamships on its outward and its homeward voyages, certified by the proper customs officials and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamships and such other customs certificates documents and evidence as may be necessary or as may be reasonably required by the minister to prove the performance of the service herein contracted for and to enable the minister to judge as to whether this agreement is being properly and faithfully carried out and performed and the furnishing of such certificates documents information and other evidence as hereinbefore specified shall be a condition precedent to the payment of the subsidy hereinafter provided or any portion thereof.

Canadian Trade Commissioners.

Clause 21 provides for the free transportation, including meals, of Canadian Trade Commissioners and their wives and children, or Canadian Commercial Agents, with first class accommodation, and free transportation for their household effects, when the said Trade Commissioners or Commercial Agents are travelling upon official duties or being transferred from one post to another.

Amount of subsidy, £37,090 18s. 2d. per annum.

23. That the minister shall pay to the contractors subject to their faithful performance of all covenants, agreements and stipulations to be performed on their part, pursuant to this agreement, a subsidy of thirty-seven thousand and ninety pounds eighteen shillings and two pence (£37,090 18s. 2d.) per annum, in proportionate instalments for each and every round trip performed by each of the said steamships in accordance with the intention of this agreement, provided, however, that no amount or instalments of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this agreement, and provided also that the contractors shall be entitled to receive such subsidy as the Governments of New Zealand and Fiji may pay towards the service and also the Government of Australia should the service be extended to a port or ports in the said Commonwealth.

Deductions from Subsidy.

24. If at any time or times the mails required to be conveyed by the contractors under this agreement between Vancouver and Auckland and vice versa shall not be conveyed from Vancouver to Auckland, or from Auckland to Vancouver, within the respective periods of transits hereinbefore prescribed in that behalf, then, and so often as the same shall happen there shall be deducted from the subsidy which but for this provision would be payable to the contractors a sum of thirty pounds (£30) for every complete period of twenty four hours by which the time actually occupied

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in the conveyance of such mails from Vancouver to Auckland, or Auckland to Vancouver as the case may be, shall have exceeded the period of transit hereinbefore prescribed in that behalf, provided always, that no deductions shall be made from the said subsidy by reason of any such default or failure as in this clause mentioned which may be proved to the satisfaction of the minister to have arisen wholly or in part from any cause or causes altogether beyond the control of the contractors.

Deductions from subsidy are not penalties.

25. Each of the deductions hereinbefore mentioned and hereby agreed to be made shall be made and the subsidy be reduced accordingly although no damage or loss shall have been sustained by reason of or in connection with such default and (except in such cases as in the last preceding clause hereof expressly provided) from whatever cause or causes any such failure or default shall have arisen and no such deduction shall in any case be deemed to be a penalty or in the nature of a penalty, and the payment by the minister of what shall from time to time remain due in respect of the said subsidy after making any such deductions as aforesaid shall in no case prejudice the right of the minister to treat the failure of the contractors to provide an appropriate vessel at any appointed place or time or to perform any service at or within the appointed period as a breach of this agreement.

Termination of Agreement.

26. This agreement shall remain in force until August 1, 1916, or until the completion of the 65th round voyage in terms of the contract, provided that the minister shall have the right at any time by giving notice in writing under his hand, to determine this agreement and every matter and thing herein contained if it shall appear to him that there has been any material breach on the part of the said contractors of any of the covenants, stipulations, agreements or provisions herein contained and entered into on the part of the contractors, and it is hereby declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach and his determination shall be final and conclusive.

Substitution for Disabled Steamers—No Member of Canadian House of Commons to be Admitted to Share of Agreement.

27. Provided, however, and it is the true intent and meaning of these presents that if the said steamships any or either of them or any steamship replacing either of such steamships under this proviso shall be by the perils of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing their voyages according to the true intent and meaning of the agreements, stipulations and provisions herein contained, such loss or disability shall not be deemed to be a breach of these presents or any matter or thing herein contained, but the said contractors shall in such case, as soon as reasonably may be, having regard to the circumstances, replace the said steamships or steamship so lost or destroyed by others or another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister, or to the like satisfaction and approval repair the damage done in case the said steamship has been only temporarily disabled and continue the said service herein contracted for with such substituted or repaired steamship with as little loss of time as possible under all the circumstances, provided always that there shall be no payment of any subsidy in respect of any voyage not actually and fully performed provided further that the minister shall be the sole judge and have the final right of determination as to whether any suspension or temporary discontinuance of or delay in the said regular four-weekly service has been actually caused

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by the perils of the sea or other unavoidable casualties within the meaning of this proviso and his finding and determination thereon shall be conclusive. It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

Distances.

The distances on the route are given as follows:—

	Miles.
Vancouver to Victoria..	85
Victoria to Honolulu..	2,342
Honolulu to Suva, Fiji..	2,799
Suva to Auckland..	1,140
	<hr/>
	6,366

TRAFFIC RETURNS.

Calendar Year.	Round Trips.	Passengers Carried.	Freight Carried.	Live Stock.	Mails.	Subsidy Paid.	
		Number.	Tons.			\$ cts.	
1907.....	10	4,687	30,684	Not stated.	Not stated.	138,853 10	
1908..	13	5,707	22,110	Not stated.	Not stated.	222,164 96	
					Lock bags. | Tied sacks. |	(Part of this is on account of 1907 service.)	
1909.....	12	5,397	45,453	47	10,727 | 428 |	180,509 00	
1910.....	13	6,153	60,615	15	12,558 | 601 |	180,500 00	
1911.. ..	12	In.....3,027 Out....2,980	23,813 29,867	Nil.	4,792 5,220	150 787	166,623 73 (Last claim for 1911 not received yet.)
		Total..6,016	53,680	Nil.	10,012 937 |		

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N. H. P.	Speed.	BUILD.		
	Length, Breadth, Depth			Net.	Gross.	Capacity.	1st Class. 2nd Class. 3rd Class.						At	In	Of
	Feet.	Feet.	Feet.				1st Class.	2nd Class.	3rd Class.						
Marama	420	31	31	3,952	6,437	2,500	220	72	116	13,600	1,500	15	Greenock	1907	Steel
Makura	480	33	35	4,920	8,200	3,000	270	114	72	14,985	2,035	16½	Glasgow.	1908	Steel
Moana	350	41	32	2,414	3,915	1,700	136	80	98	14,400	531	14	Dumblarton.	1897	Steel
Zealandia	410	54	26	3,482	6,660	2,225	168	91	104	11,933	1,100	15	Clydebank	1910	Steel

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172.

CANADIAN ATLANTIC PORTS AND AUSTRALIA AND NEW ZEALAND.

NEW ZEALAND SHIPPING COMPANY, LTD.

Contract No. 46.

Vote 172.—Steam Service between Canadian Atlantic Ports and Australia and New Zealand.

1911-12..	\$120,000
1912-13..	120,000

This service is performed by the New Zealand Shipping Company, Limited, of New Zealand, under terms of a contract dated February 7, 1910, which will expire on the opening of navigation on the St. Lawrence river in 1913. The principal provisions of the contract are as follows:—

Steamers.

1. The contractors owning and controlling the following steamships of British register of the capacity, gross and net tonnage respectively as stated, viz:—*Papanui*, 8,850, 6,582, 4,242; *Waimate*, 8,978, 5,610, 3,629; *Wakanui*, 8,755, 5,824, 3,751; *Rakaia*, 8,595, 5,628, 3,660; *Wakatane*, 8,775, 5,902, 3,786; will place upon the opening of navigation on the River St. Lawrence in the present year, such number of the afore-said steamships as may be required, or other steamships approved by the Minister, upon the route hereinafter defined, and will from the same date establish and continue to maintain a monthly steamship service from eastern ports in Canada to the Dominion of New Zealand and the Commonwealth of Australia.

Sailings.

2. The said service shall consist of a sailing on or about the fifteenth day of each month from a Canadian port as hereinbefore provided during the continuance of this contract as follows:

(a) During the season of open navigation from the port of Montreal in the province of Quebec, to the ports, or any three of the ports, of Auckland, Wellington, Littleton and Dunedin in New Zealand, and the ports of Melbourne and Sydney in Australia, calling at such other ports in New Zealand or Australia as the contractors may desire.

(b) During the season of closed navigation on the River St. Lawrence from the Port of St. John, in the province of New Brunswick, calling on each voyage outward at Halifax, in the province of Nova Scotia, and thence to the said ports in New Zealand and Australia.

Capacity and Speed of Steamers.

3. In addition to any other provisions herein stipulated, the contractors shall provide steamships upon the service herein defined with a carrying capacity of not less than 7,500 tons at 40 cubic feet to the ton, which steamships shall be capable of steaming at an average speed of ten knots per hour.

Freight Rates.

4. It is hereby understood and agreed that the rates charged by the contractors upon all classes of freight from the Canadian ports of departure to any of the said ports in New Zealand or Australia shall not be in excess of the rates charged upon the same classes of goods from any port of the United States on the Atlantic seaboard to New Zealand and Australia on any regular cargo or passenger steamship line, and no discrimination of any kind whatsoever, direct or indirect, shall be permitted against Canadian merchants or shippers; and it is further agreed and understood that the freight rates on through bills of lading *via* any Canadian Atlantic seaport from any place in the province of Ontario or Quebec, or from any Canadian point, shall in no case be greater than from similar points in the United States upon freight routed *via* any United States port on the Atlantic seaboard, and it is further understood and agreed that the said steamers shall not carry on any voyage run under the terms of this contract either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

Cold Storage.

5. The steamships engaged in the said service shall be suitably fitted with ample cold storage accommodation and appliances to meet all reasonable demands, which cold storage shall from time to time be the best known for the purpose; provided the contractors shall from time to time in the event of goods offering for shipment provide such further cold storage accommodation as shall be sufficient to meet the requirements of the trade offering.

Deduction for short cargo.

6. The contractors further covenant and agree to obtain and transport from Canada to New Zealand and Australia an average cargo every twelve months of 5,000 tons on each outward trip on and after the first sailing from St. John in the autumn of the present year, failing which the government shall deduct from the subsidy otherwise payable at the end of each twelve months following and including the said first sailing from St. John in the autumn of the present year \$2 per ton for every ton short of 60,000 tons, measurement or weight.

Freight Rates.

Clause 8 provides that freight rates shall be approved by the minister.

Termination of contract.

10. This contract shall remain in force and have effect until the opening of navigation in the year 1913, unless sooner terminated under the provisions of section 22.

Subsidy, \$120,000 per annum.

Clause 11 provides for an annual subsidy of \$120,000, payable in monthly instalments of \$10,000, upon the production of the required proof each month that the

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voyage has been completed from Canada to New Zealand and Australia as herein stipulated.

Mails.

Clause 13 provides for the conveyance of mails without additional subsidy.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Tons.		Knots			
Rakaia. . .	420	54	28·7	3,660	5,628	8,907	12	5,531	310	11	Hebburn	1895	Steel.
Wairarapa	420	54	28·7	3,786	5,902	9,964	26	5,525	600	11	Hebburn	1900	Steel.
Wakanui. .	420	54	28·6	3,751	5,824	9,954	26	5,530	600	11	Hebburn	1899	Steel.
Waimate. . .	420	54	28·6	3,629	5,610	9,495	12	5,532	600	11	Hebburn	1896	Steel.
Turkestan. .	373·1	50·2	27·4	2,899	4,505	7,503	12	Nil.	500	11	W. Hartlepool	1905	Steel.
Tokomaru. .	425	53·2	31·1	4,072	6,238	8,491	4	6,424	600	11½	Wallsend.	1893	Steel.
Kumara . . .	425·1	54·2	29·6	3,907	6,034	8,975	10	5,656	600	12	Wallsend	1899	Steel.
Invertag. . .	379·5	50	25·4	2,541	3,974	4,750	Nil.	Nil.	437	10	Newcastle . .	1906	Steel.
As	385	50·1	26·6	2,786	4,334	5,400	Nil.	Nil.	414	10	Glasgow. . .	1902	Steel.
Karanlea. . .	420	54	28·6	3,553	5,564	5,600	20½	5,627	505	12	Newcastle. . . .	1899	Steel.
Clare Consul.	369·7	49	17·6	2,510	3,890	6,900	Nil.	Nil.	384	10	Pt. Glasgow. . .	1905	Steel.

DISTANCES.

	Miles.
St. John to Melbourne.	12,453
Halifax to Melbourne.	12,250
Montreal to Melbourne.	12,895
Melbourne to Sydney.	575
Sydney to Auckland.	1,275
Auckland to Wellington.	555
Wellington to Lyttleton.	175
Lyttleton to Port Chalmers.	190

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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.	FREIGHT CARRIED OUTWARDS.		Live Stock.	Mails.	Subsidy Paid.
			—				
			Weight.	Measurement.			
			Tons.	Tons.			\$
1910.	8	Nil	11,458	45,014	Nil.	Nil.	80,000
1911.	12	1	12,304	73,640	Nil.	Nil.	120,000

No inward cargo is carried.

173.

CANADA AND GREAT BRITAIN.

ALLAN LINE.

Contract No. 1.

Vote 173.—Ocean and Mail Service between Canada and Great Britain.

1911-12..	\$600,000
1912-13..	\$600,000

The service, as at present run, is under terms of a contract entered into with Messrs. H. & A. Allan, as representing the Allan Line Steamship Company, Limited, bearing date of January 19, 1906, and which will expire on May 1, 1912. The principal provisions *inter alia* are as follows:—

Period of Contract.

1. 'The contractors owning or controlling in their capacity aforesaid the steamers *Virginian* and *Victorian*, each of guaranteed seventeen knots effective speed, and other steamers which may be approved by the minister, and being about to contract for the construction of two other steamers of guaranteed eighteen knots effective speed, to be delivered and ready to commence running on the service hereinafter described on or before the first of August, 1907, will, on the first day of August, 1906, commence to perform and hereinafter will carry on the service hereinafter described, that is to say, a regular weekly steamship service between Canada and Great Britain until the first day of May, 1912, unless sooner terminated under the provisions of section 28 hereof.

Steamers to be Employed.

2. 'Until the said eighteen knot steamers are ready to commence running, the service shall be performed by the steamers *Victorian*, *Virginian*, *Tunisian*, with a fourth steamer equal in effective speed and otherwise to the *Tunisian*, and such other steamers as may be necessary for the effectual running of the service, and as may be approved by the minister.

3. 'The contractors agree to build and place in the service by August 1, 1907, two steamers guaranteed to develop twenty knots on their trial trip on the measured mile, and of guaranteed eighteen knots effective speed.

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Number of voyages per annum.

4. 'The steamers *Victorian*, *Virginian*, *Tunisian*, with a fourth steamer equal in effective speed and otherwise to the *Tunisian*, and such other steamers as may be approved by the minister shall, until the two eighteen-knot steamers have been placed in the service, perform ten complete round voyages per annum each, and after the two eighteen-knot steamers have been placed in the service, they and the *Victorian* and the *Virginian* shall each perform ten complete round voyages per annum.

Subsidy: Amount per voyage.

The subsidy is as follows:—

£2,500.

(a) For each complete round voyage between Liverpool and Rimouski or North Sydney, performed at the rate of eighteen knots per hour, 2,500 pounds sterling.

£3,000.

(b) For each complete round voyage between Liverpool and St. John or Halifax, performed at the rate of eighteen knots per hour, 3,000 pounds sterling.

£2,000.

(c) For each complete round voyage between Liverpool and Rimouski or North Sydney, performed at the rate of seventeen knots per hour, 2,000 pounds sterling.

£2,500.

(d) For each complete round voyage between Liverpool and St. John or Halifax, performed at the rate of seventeen knots per hour, 2,500 pounds sterling.

£1,000.

(e) For each complete round voyage performed at the rate of fifteen knots per hour, 1,000 pounds sterling.

Time of Payment.

'Such subsidy being payable at the end of each quarter for all voyages fully run and completed during each quarter, that is, at the close of the months of September, December, March and June, during the continuance of this contract; provided, however, that no amount or instalment of subsidy shall be payable or paid at any time unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to dates of sailing, speed and duration of voyages, have been in all respects faithfully observed and carried out according to the true intent and meaning of these presents; and it is a further condition of this contract that the contractors shall, on the completion of each voyage, furnish the minister with such certified extracts from the steamer's log, together with track charts of the voyage, or any other information required, as will enable him to determine whether the service on such voyage has been within the requirements of this contract.

Withdrawal of Vessels.

- (a) 'Provided always, that at no time during the continuance of this contract, except for thirty days between any fifteenth day of December and the following fifteenth day of February, shall more than two vessels of the seventeen and eighteen knot class be withdrawn at the same time from the service hereinbefore described.

Winter Service.

6. 'It is further understood and agreed that the service to be performed during the season of closed navigation on the River St. Lawrence shall be as follows:—

'Between the port of Liverpool and the ports of Halifax and St. John, one of the said steamers sailing on each westbound trip from Liverpool each Thursday, or on such other day as may be approved by the minister, for Halifax and St. John, and calling at Merville for the embarkation of the mails, if the call at that port be adhered to, and at Halifax for the landing of such mails; and one of the said steamers sailing on each eastbound trip from St. John each Saturday, or on such other day as may be approved by the minister, for Liverpool, calling at Halifax for the embarkation of the mails, and at Merville for the landing of such mails, if the call at that port be adhered to; it being understood and agreed that if from any cause it should prove impossible for the steamers performing the service to secure sufficient cargo at St. John during the winter season, or if at any season there is inadequate accommodation in the harbour at St. John for any of the said steamers, the minister may, in his discretion, relieve the contractors from the obligation of proceeding to or starting from that port on any particular voyage or voyages.

Summer Services.

7. It is further understood and agreed that the service to be performed during the season of open navigation on the River St. Lawrence shall be as follows:—

- (a.) 'On all voyages from Montreal and Quebec eastward to Liverpool the steamers shall be at liberty to proceed by the way of the Straits of Belle Isle, and upon all such voyages the port of call below Quebec shall be Rimouski for the embarkation of the mails and at Merville (if the Merville call be adhered to) for the landing of the mails.
- (b.) 'On all voyages westward from Liverpool the steamers shall call at Merville for the embarkation of the mails (if the Merville call be adhered to) and shall be at liberty to proceed by way of the Straits of Belle Isle, and on all such voyages the port of call below Quebec shall be Rimouski for the landing of the said mails.
- (c.) 'On all voyages eastward or westward from or to Montreal and Quebec via Cape Race the port of North Sydney may, at the option of the minister, be substituted for the port of Rimouski for the embarkation or landing of the said mails.

Tenders at Rimouski and North Sydney.

8. 'It is understood and agreed that at Rimouski and North Sydney the mails are to be delivered to and received from tenders supplied by the postal authorities of Canada.

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Distances.

9. For the purpose of this contract the following shall be understood to be the distances between the points hereinafter mentioned, *i.e.*, between Moville and Rimouski via Belle Isle, 2,300 miles, and between Moville and Rimouski via Cape Race, 2,500 miles, except when it may become necessary for steamers to deviate to the southward to avoid ice, in all which cases the actual number of miles travelled upon the voyage, not exceeding in any instance 2,800 miles, shall for the purposes of this contract be taken to be the distance aforesaid; and between Halifax and Moville, 2,255 miles, except when it may become necessary for steamers to deviate as aforesaid, in all which cases the actual number of miles travelled upon the voyage, not exceeding in any instance 2,550 miles, shall for the purposes of this contract be taken to be the distance aforesaid; and between Moville and Sydney, 2,105 miles, except when it may become necessary to deviate as aforesaid, in all which cases the actual number of miles travelled upon the voyage, not exceeding in any instance 2,405 miles, shall for the purposes of this contract be taken to be the distance aforesaid.

Cold Storage.

10. 'It is understood and agreed that each steamer while run under this contract shall be fitted with adequate cold storage accommodation to the satisfaction of the minister.

Average rate of speed. (See also clause 5.)

11. 'The contractors bind themselves to run each of the three classes of steamers hereinafter referred to at the average rate of speed for each voyage as specified in clause 5, in performing the several voyages from port to port, unless in the opinion of the captain of said steamer the said rate of speed would endanger life or the safety of the ship or unless the speed of the ship is delayed by reason of fog, ice, snow or stress of weather, or by assisting ships in distress, in any of which events the contractors shall submit to the minister the captain's explanation of the cause of the delay, and such other evidence as the minister may require to enable him to determine and the minister upon such explanation and evidence shall determine whether the circumstances were such as justified the captain's reduction of the speed of the voyage or sufficiently explain the delay in completing the voyage, and in all cases where such failure to maintain the said average rate of speed is deemed justifiable or sufficiently explained the minister may, in his discretion, omit the voyage in question in calculating the average for the quarter in which such voyage took place, or may deduct the period of such delay in calculating such average.

Deductions for delays.

12. 'If during any quarter the mails carried by the steamers *Victorian* and *Virginian* and the two eighteen-knot steamers are not conveyed from port to port at the average rate of the speeds specified in clause 5 for the said four steamers after omitting voyages and deducting delays as provided in the last preceding clause, or if during any quarter the mails carried by the fifteen-knot steamers required for the carrying out of this contract are not conveyed from port to port at the average rate of speed specified in clause 5 for the said fifteen-knot steamers, after omitting voyages and deducting delays as provided in the last preceding clause, then, and so often as the same shall happen, the contractors shall furnish to the minister the certified logs of the captains of the steamers showing the causes of the delays, and there shall be deducted from the subsidy payable to the contractors for the said quarter a sum

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equal to five per cent of such subsidy for every one-quarter knot by which the average speed actually made has fallen below the average speed specified in clause 5 of this contract.

Average rate of speed between December 15 and February 15.

Provided, however, that for the period between any fifteenth day of December and the following fifteenth day of February when steamers of different classes are employed in the service, the average rate of speed shall be arrived at by taking the averages of the speeds of all the steamers employed in the service during the said period.

Maximum deduction.

Provided further, that the total amount of the sum deducted in respect of such default or failure of either of the two classes of steamers mentioned in this clause shall not exceed the full amount of the subsidy allowed the said class for the quarter or period in question.

Subsidy for fifteen-knot Steamers.

13. Subject to the provisions of clause 11 hereof, the other steamers required for the carrying out of this contract, and which may from time to time be approved by the minister as provided in clause 2 hereof, shall when in service be entitled to receive a subsidy which will bear the same proportion to the sum of £1,000 as the actual speed made by the said steamers will bear to the speed of fifteen knots per hour.

Freight and passenger rates.

14. 'It is further understood and agreed that the tolls to be charged in the way of either freight or passenger rates between ports on both east and westbound trips shall always under substantially similar circumstances and conditions, be charged equally to all persons, and at the same rate, whether by weight or otherwise, in respect of all traffic of the same description and receiving in carriage the like accommodation; and further, that no toll shall be charged which discriminates against Canadian merchants or shippers or against emigrants to Canada.

Provisions for renewal of Contract.

15. 'If the contractors comply with the terms of this contract then at the expiration hereof His Majesty will enter into a new agreement with the said contractors for a further period of five years for payment to the contractors of such subsidy as His Majesty may then be prepared to pay to any one, provided the contractors by such new agreement will then undertake to perform such service as His Majesty may then require during the said new five-year term, in such manner and upon such conditions as His Majesty may then prescribe.

Termination of Contract.

Section 28, referred to in section 1, reads as follows:—

28. 'It is declared to be the true intent and meaning of these presents that the minister shall have the right at any time during the continuance of this contract, upon thirty days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.'

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.		TONNAGE.		PASSENGER ACCOMMODATION.			Refrigerator Space.	N. H. P., Speed.	BUILD.			
	Length, Breadth		Net.	Gross.	Capacity.	1st Class.	2nd Class.			3rd Class.	At	In	Of
	Feet.	Feet.											
Victorian.....	520	60.4	6,744	10,629	4,000	250	300	900	17,260	12,000	Belfast.....	1904	Steel.
Virginian.....	520.4	60.3	6,844	10,754	4,000	250	300	900	12,440	12,000	Linthouse	1905	Steel.
Corsican.....	500.3	61.2	7,299	11,436	6,000	150	300	1,300	24,270	1,440	Whiteinch.	1907	Steel.
Granpian.....	485.7	60.2	6,119	9,603	6,100	150	250	1,000	23,320	1,262	Linthouse.....	1907	Steel.
Hesperian.....	485.5	60.2	6,124	9,599	6,100	150	250	1,000	23,320	1,262	Linthouse.....	1908	Steel.
Tunisian.....	500.6	59.2	6,802	10,576	8,500	150	250	1,000	21,759	1,346	Linthouse.....	1900	Steel.

L. H. P.—Turbine Engines.

In addition to the above an agreement exists between the Allan Line and the Canadian Pacific Railway Company whereby the following steamers are employed in this service:—

Empress of Britain.	548.8	65.7	8,024	14,189	6,000	300	350	1,000	28,000	3,200	Govan.....	18 $\frac{1}{2}$	1906	Steel.
Empress of Ireland.	548.9	65.7	8,028	14,191	6,000	300	350	1,000	28,000	3,200	Govan	18 $\frac{1}{2}$	1906	Steel.

Distances.

The distance between Liverpool and Rimouski via Belle Isle is stated to be 2,438 miles; between Liverpool and Halifax, 2,595 miles; between Liverpool and St. John, 2,729 miles.

TRAFFIC RETURNS

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Sum Paid.
1907	60,395	162,489	-	Not Stated.		\$555,432 47
				Lock Bags Tied Sacks		
1908	78,117	235,426	...	58,377	56,766	\$578,447 12
1909	72,787	282,859	738	77,638	59,345	\$ 582,744 38
1910	86,920	256,542	....	110,450	51,285	\$ 584,233 60
Allan Steamers (27 r. trips)						
East	11,513	68,129		15,846	12,013	
West	28,949	75,355		62,936	19,837	
Total	40,462	143,484	Nil.	78,782	31,850	\$414,228 75 to Sept. 30, 1911.
1911 C. P. R. Steamers (25 r. trips)						Claim for Dec. quarter not paid yet.
East	17,925	58,387		37,716	12,992	
West	30,258	55,638		22,709	9,352	
Total	48,183	114,025	Nil	60,425	22,344	
Grand Total	88,645	257,509		139,207	54,194	

174.

CANADA AND CUBA.

WM. THOMSON & CO., LTD.

Contract No. 43.

Vote 174.—Steam Service between Canada and Cuba.

1911-12	\$25,000
1912-13	\$25,000

This service is performed by Messrs. William Thomson & Company, Ltd., of St. John, N.B., under terms of a contract dated January 3, 1911, which will expire on March 31, 1912.

The principal provisions of the contract are as follows:—

Settings.

1. The contractors owning or controlling such steamships of British or Canadian register as may be approved by the minister of a minimum gross and net tonnage of 1,500 and 1,000 tons respectively, each having passenger accommodation for not less

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than twenty first-class passengers, and guaranteed as rating at Lloyd's 100A1, will during the present month place the said steamships, or such other steamships as may be approved from time to time by the minister on a route between St. John in the province of New Brunswick and Havana in the Republic of Cuba, and will continue to maintain therewith until the 31st day of March, 1912, a direct monthly service each way from the said port of St. John to the said port of Havana and return thereto, sailing from St. John at regular intervals on such fixed dates as may be sanctioned by the minister, such dates to be advertised at least twenty days in advance of the respective sailings. Should, however, the contractors be able to produce satisfactory evidence that there is not a reasonable quantity of cargo offering from Cuban ports for Canada, the minister shall have the option of deciding, upon formal application therefor by the contractors, that any steamship sailing from St. John shall be deemed to have completed its voyage upon arrival of the said steamship and discharge of cargo at Havana or other Cuban ports, instead of requiring such steamship to return thence direct to Canada.

Speed.

2. Each of the said steamships while employed as herein agreed shall on all north and southbound voyages run at an average speed of not less than 10 knots per hour, extraordinary conditions of the weather excepted.

Subsidy: \$25,000 per annum.

Clause 3 provides for a subsidy at the rate of \$25,000 per annum, payable in monthly instalments of \$2,083 upon the completion of the service each month from the commencement of the contract as hereinbefore stipulated.

Freight Rates.

Clause 8 provides that freight rates shall be subject to the approval of the minister.

Traffic to be routed via Intercolonial Railway.

Clause 9 provides that freight from Cuba, when not otherwise routed by shippers or consignees, shall be delivered to the Intercolonial railway at St. John for shipment to final destination in Canada; provided that the Intercolonial railway rates are not in excess of any other railway rates from St. John to the said ports of final destination.

Passengers for the province of Quebec or the maritime provinces are, when not otherwise routed, to be handed over to the Intercolonial railway at St. John.

Freight destined for Cuba shall, whenever possible, be delivered to the Intercolonial railway at Montreal.

Transportation of Trade Commissioners.

Clause 10 provides that Canadian trade commissioners, their wives and children, and Canadian commercial agents, shall be carried free, with free transportation of their household effects, upon any steamship in this service when travelling upon official duties.

Additional Steamships.

11. It is further understood and agreed that should there be sufficient cargo to justify the placing of additional steamships upon the route, the contractors shall provide such additional steamships as in the opinion of the minister may be necessary, upon being notified of such necessity by the minister in writing, and such additional service shall be given without further subsidy therefor.

Mails.

Clause 14 provides for the carriage of mails.

Distance.

The distance from St. John to Havana, Cuba, is 1,600 miles.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation	Refrigerator Space (cu. ft.)	N. H. P.	Speed, Knots.	BUILT.		
	Length Ft.	Breadth. Ft.	Depth. Ft.	Net.	Gross	Capacity.					At.	In.	Of.
Trongate	310	44	20'4"	1,619	2,552	2,700	2	Nil.	.....	.....	Whitby.	1897	Steel
Ottringham.	314	46.5	20'6"	1,698	2,679	5,100	2	Nil.	260	10	Sunderland.	1904	Steel.
Gogovale... ..	320	47.5	23	2,038	3,097	5,250	2	Nil.	275	10	Port-Glasgow	1904	Steel
Leuctra .	324 7	45.4	22.5	1,950	3,207	5,032	4	Nil.	289	10	Port-Glasgow	1899	Steel.
Benedick..	300	39.1	19.0	1,581	2,440				230	10	Wallsend.	1888	Steel
Bencliff .	207	40	21.7	1,385	2,210				200	..	Sunderland.	1894	Steel.
Briardene....	335	39	26	1,723	2,701	4,000	Nil.	Nil.	305	12	Greenock.	1882	Iron.
Whitefield....	290	40	19	1,560	2,422	3,550	Nil.	Nil.	243	10	Sunderland.	1891	Steel.
Nancy Lee...	316	42	17	1,802	2,823	4,350	Nil.	Nil.	256	10½	"	1898	Steel.
Tanagra .	330	48	15	2,159	3,317	5,700	Nil.	Nil.	291	10½	Port-Glasgow	1899	Steel.
Buckminster.	277	38	18	1,297	2,025	3,000	Nil.	Nil.	175	10	Hartlepool.	1892	Steel.
Ashmore	325	45	19	1,574	2,519	4,750	Nil.	Nil.	251	11	New-castle.	1899	Steel.

In addition to the above steamers, the *Felix*, *Snestad*, *Haakon*, *Hero*, *Arnfrid* and *Nor* were also employed. They received no subsidy, being Norwegian steamers.

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TRAFFIC RETURNS.

Year.	No. of Round Trips run.	Passengers Carried.	FREIGHT CARRIED.		Live Stock.	Mails.	Subsidy Paid
			Tons. Weight.	Tons. Measure- ment.			
1910.	8	Nil.	5,883	32,968	Nil.	Nil.	\$ 25,000 90
1911.	9	In.... Nil.	Nil.	Nil.	Nil.	Nil.	\$18,749 97
		Out... Nil.	Nil.	35,325			
		Total	Nil.	35,325			

175.

CANADA AND MEXICO.

(Atlantic Service.)

Contract No. 44.

Vote 175.—Steam Service between Canada and Mexico on the Atlantic Ocean.

ELDER, DEMPSTER & CO.

1911-12..	\$50,000
1912-13..	\$50,000

This service is performed by Messrs. Elder, Dempster and Company, of Liverpool, England, under terms of a contract bearing date August 29, 1910, and which expired on December 31, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors owning and controlling the steamships of the gross and net tonnage hereinafter mentioned, viz.: the *Sokoto* of 3,092 gross and 1,969 net; having passenger accommodation for not less than 60 first-class and 20 second-class passengers and guaranteed as rating at Lloyds 100 A1, will on or after the fifteenth day of September next following the date of these presents, place the said steamship and such other steamship or steamships of equal class, capacity and speed as may be approved by the minister on a route between the Dominion of Canada and the Republic of Mexico, as hereinafter stated, and will from said date continue to maintain therewith until the 31st day of December, in the year 1912, a monthly service, as follows:—

(a.) From the port of Montreal during the season of open navigation on the River St. Lawrence, calling at—

- (1.) Charlottetown, in the province of Prince Edward Island, whenever reasonable freight or passengers are offered from that port.
- (2.) Halifax, in the province of Nova Scotia.
- (3.) Nassau, in the Bahama Islands, and
- (4.) A port or ports in the Island of Cuba;

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extending each and every such voyage to and calling at the ports of Progreso, Vera Cruz and Tampico, and, when required so to do so by the minister, at Coatzacoalcas, in the Republic of Mexico, and upon all return voyages calling at Halifax and, at the option of the contractors, at a port or ports in Cuba and at Nassau.

(b.) During the season of closed navigation on the River St. Lawrence, from the port of Halifax, N.S., to the ports in Mexico, hereinafter stated, calling at Nassau, in the Bahama Islands, and a port or ports in Cuba to the ports of Progreso, Vera Cruz and Tampico, and, when required so to do by the minister, at Coatzacoalcas, in the Republic of Mexico, and returning from the said Mexican ports to Halifax, N.S., and calling, at the option of the contractors, at a port or ports in Cuba and Nassau.

(c.) The sailings from the Canadian ports of departure being at regular intervals on such fixed dates as may be sanctioned by the minister; such dates to be advertised at least twenty days in advance of each of the respective sailings.

Speed.

2. Each of the said steamers while employed as herein agreed shall, on all north and south bound voyages, run at an average speed of not less than ten knots per hour, extraordinary conditions of the weather excepted.

Subsidy: \$50,000 per annum.

3. Subsidy is payable at the rate of fifty thousand dollars (\$50,000) per annum, in monthly payments of four thousand one hundred and sixty-six dollars and sixty-six cents (\$4,166.66) on the completion of each monthly round voyage so run in compliance with the terms of this agreement.

Time-tables—Deductions from Subsidy.

5. It is understood and agreed to be a further condition of these presents that the contractors shall from time to time furnish the minister with time-tables showing the proposed sailings, and upon the same being approved by the minister they shall be duly advertised in such manner as he may direct.

6. It is agreed that in case any steamer engaged in the performance of the service hereinafter stipulated does not sail from a terminal port as herein specified within three days of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port; provided, however, that the minister may authorize any vessel to sail at an earlier or a later date than that specified in such time-table should he for any reason deem it advisable to do so.

Freight rates.

Clause 9 provides that freight rates on both north and south bound trips are to be approved by the minister.

Freight and passengers to be routed via I.C.R.

Clause 10 provides for the delivery of freight from Mexico to the I.C.R. at Halifax, unless otherwise routed by shippers or consignees; under condition that the freight rates on the I.C.R. are not in excess of rates on other railways between similar points. It is also provided that passengers for points in the Maritime Provinces or Quebec are to be handed over to the I.C.R. at Halifax, provided that such routing is controlled by the contractors.

Freight for export to Mexico is, when possible, to be delivered to the I.C.R. at Montreal.

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Transportation of Canadian Trade Commissioners.

Clause 11 provides for the free transportation (including meals and berths) of Canadian Trade Commissioners and their wives and children, and also Canadian Commercial Agents, when travelling upon their official duties, or being transferred from one port to another, upon request of the minister. Free transportation for household effects is also to be included.

Accommodation for Halifax Cargo.

12. The contractors further agree to reserve such accommodation as may be required for Halifax cargo upon each trip to Mexico performed during the continuance of this contract.

Carriage of Mails.

Clause 13 of the contract provides for the carriage of mails.

Description of Vessels Employed.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOM- MODATION.		Refrigerator space.	N.H. P.	Speed.	BUILD.			
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Cl.	2nd Cl.				At	In	Or	
	Ft.	Ft.	Ft.			D. W.			C. F.		Knots				
Bornu...	345	42·2	23	2,074	3,238	4,300	65	36	Nil.	296	10·5	Barrow.	1899	Steel.	
Sokoto ..	345	42·2	23	1,969	3,092	4,210	65	24	Nil.	296	10·8	Barrow	1899	Steel	
M...mon.	345	44·09	26·7	2,046	3,176		...			300			Belfast..	1890	Steel

Distances.

The distance from Montreal to Vera Cruz is given as 3,745 miles; from Vera Cruz to Montreal, 2,941 miles.

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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock	Mails.		Subsidy Paid.
1907	12	700			45,811		Not Stated.	Not Stated.		\$50,000 00
		First Class.	Second Class.	Third Class.	Tons Weight.	Tons Meas't.		Loose Bags.	Tied Sacks.	
1908	12	153	762	189	14,855	65,845	Nil.	3	Nil.	\$50,000 00
1909	12	128	1,217	1	16,337	41,990	Nil.	4	Nil.	\$50,000 00
1910	12	118	396	2	13,642	31,229	Nil.	7	4	\$50,000 00
1911	12	In 129 Out 201	76 339	Nil. Nil.	4,073 10,956	36,964 19,017	Nil. Nil.	20 84	11 14	\$50,000 00
Total ..		330	415		14,129	55,981	.	104	25	

176.

CANADA AND MEXICO.

(Pacific Service.)

T. H. WORSNOP.

Contract No. 44.

Vote 176.—Steam Service between Canada and Mexico upon the Pacific Ocean.

1911-12.. . . .	\$75,000
1912-13.. . . .	\$75,000

This service is performed by Thomas Herbert Worsnop, of London, England, under terms of a contract bearing date March 11, 1909, for a period of three years from the first sailing of such steamers. The principal provisions, aside from those common to all contracts, are as follows:—

Ports of Call—Frequency of Service.

1. The contractor, controlling two or more steamships sailing under the British flag or Mexican flag, each of a carrying capacity of not less than 3,500 tons, with a guaranteed rating at Lloyds as A 1, and having adequate passenger accommodation, will within four months from the 1st of May, 1909, place the same or other steamships of like or greater capacity, approved by the minister, on a route between Vancouver

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and Victoria, in the province of British Columbia, and the ports of Mazatlan, Manzanillo, Acapulco and Salina Cruz, situate on the Pacific coast of the Republic of Mexico; and will therewith maintain for a period of three years from the first sailing of such steamers from the terminal port of Vancouver or Salina Cruz, a regular monthly service between such terminal ports and calling on all voyages both south and north-bound at the aforementioned intermediate ports, and at such other ports in the province of British Columbia and the Republic of Mexico as may be approved by the minister, sailing from each such terminal ports regularly once in each calendar month and on such fixed days as may be sanctioned by the minister; such dates to be advertised at least twenty days in advance of sailings; and shall complete each year during the continuance of this contract twelve full round voyages.

Calls at United States ports.

2. Permission is granted for the steamers to call at either the port of San Pedro or San Diego, United States, south bound, to deliver cargo from a British Columbia port; but they are not permitted to load United States cargo for Mexico. When northbound they are permitted to deliver cargo at the said United States ports from a Mexican port when sufficient inducement is offered; but they are not required to make a call at any one of said United States ports if sufficient cargo is not offered to cover cost of such a call.

Speed.

3. Each of the steamers employed as herein agreed shall on all south and north-bound voyages run at an average speed of ten knots per hour, extraordinary conditions of the weather excepted.

Passenger and freight rates.

4. The contractor shall carry on each trip of any steamer employed under this contract according to its capacity, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates both as to passengers and freights which may be from time to time approved by the minister.

Transportation of Canadian Trade Commissioners, etc.

Clause 8 provides for the free transportation of Canadian Trade Commissioners, their wives and children, and household effects, when requested by the minister.

Subsidy: \$75,000 per annum.

This subsidy is at the rate of seventy-five thousand dollars (\$75,000) per annum, payable in monthly instalments of \$6,250, or upon the completion of each round voyage from Vancouver.

Carriage of Mails.

Clause 13 of the contract provides for the carriage of mails.

Calls at foreign ports.

16. The steamers employed in carrying out the provisions of this contract shall not on any of their trips, while employed in this service, call at any foreign port not specified in this contract, Mexican ports excepted.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOM- MODATION.		Refrigerator space.	N. P.	Speed H. Knots	PORTS.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capa- city.	1st Class.	3rd Class.				At	In	Or
	Ft.	Ft.	Ft.						Cu. Ft.					
Lonsdale	140	41	26 5	2,043	3,170	4,500	20	25	Nil	292	11·25	Sunderland.	1890	Steel.
Georgia	335	40	27 7	1,778	2,797	4,000	20	25	Nil	370	11	Newcastle-on-Tyne	1889	Steel.

Distances.

The distance from Vancouver to Salina Cruz is 3,054 miles; from Salina Cruz to Vancouver via Guaymas, 3,572 miles.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run	Passengers Carried.	Freight Carried.	Live Stock.	Mails, Bags or Sacks.	Subsidy Paid
1907	8	57	7,110	Not Stated.	Not Stated.	\$33,333 29
1908	12	152	19,726	Nil.	15	\$45,823 33
1909	10	60	23,642	Nil	71	\$50,000 00
1910	12	16	38,720	Nil.	19	\$50,000 00 10,416 67 (a) 1,041 66 (b)
1911	12	In. 10 Out 15	15,347 42,431	Nil. Nil.	24	\$75,000 00
Total... ..			25	57,778	24	

(a) Additional amount for 5 trips from July 17, 1909, to February 20, 1910.
(b) Half trip, July 23 to August 6, 1909.

177.

CANADA AND NEWFOUNDLAND.

REID NEWFOUNDLAND COMPANY, LTD.

Contract No. 60.

Vote 177.—Steam Service or Services between Canada and Newfoundland.

1911-12..	\$18,000
1912-13..	\$18,000

This service was performed by the Reid Newfoundland Company, Limited, of St. John's, Newfoundland, under terms of a contract bearing date August 31, 1910, which expired on March 31, 1911, and the principal provisions of which were as follows:—

Frequency of service—Ports of call.

1. The contractor having on the first day of April next preceding the date of these presents, placed the steamship *Bruce*, described as a steel screw steamship having a speed of 16 knots, 1,155 gross tonnage, classed 100 A1 at Lloyds, with double bottom of cellular construction, on the route hereinafter described, will establish and maintain until March 31, 1911, a regular steamship service between North Sydney, in the province of Nova Scotia, and Port aux Basques, in Newfoundland, and the contractors hereby further agree to furnish such other steamship or steamships as may be necessary from time to time, which steamships shall be subject to the approval of the minister, for the proper performance of the service hereinafter described, and which said service shall consist of a complete round trip each day, except Sunday, between the ports of North Sydney and Port aux Basques, but should there for any reason not be six round trips during each week there shall not be less than three complete round trips, weather permitting, between the said ports each week during the continuance of this contract, excepting that if in any week Port aux Basques be blocked and the steamer is compelled to go to Placentia, two round trips instead of three shall be the minimum number in any such week.

Government Wharfs.

In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$18,000 per annum.

2. Subsidy is payable at the rate of eighteen thousand dollars (\$18,000) per annum, but in case the full six complete round trips are not performed each week a reduction of fifty-one dollars (\$51) shall be made for each round voyage not so performed, or a reduction of one-half the said sum of fifty-one dollars (\$51) for each single trip not so performed, and should there be from any cause whatever less than three complete round trips in any one week, no subsidy, or part thereof, shall be paid

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on account of any service performed during such week, unless it is established to the satisfaction of the minister that such failure has been caused by stress of weather; the said subsidy to be paid quarterly,viz.: for the periods ending the 30th days of June and September, and the 31st days of December and March, during the continuance of this contract.

Calls at foreign ports.

6. The steamers employed in carrying out the provisions of this contract shall not on any voyages either outward or homewards call at any foreign port not specified in this contract.

Transportation of Canadian Trade Commissioners.

15. The Canadian Trade Commissioners and their wives and children, or Canadian Commercial Agents, shall be granted free transportation, meals included, with first-class accommodation, and free transportation for their household effects, upon any steamships employed by the contractors in the performance of this contract, when requested so to do by the minister, and when the said commissioner or commercial agent is travelling upon his official duties, or being transferred from one official post to another.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator space, N. H. P.	Speed	BUILT			
	Length.	Breadth.	Depth.	Net.	Gross.	Capac- ity.	1st Class.	2nd Class.	3rd Class.			At	In	Of	
	Ft.	Ft.	Ft.							Cu. Ft.	Kts.				
* Bruce.	236·6	32·6	19·7	343	1,155	...	72	218	...	Nil.	350	16	Point-house.	1897	Steel.
Glencoe	208·0	30·1	16·7	336	767	...	42	125	...	Nil.	185	13	Point-house.	1899	Steel.
Inver- more.	250·2	30·0	14·7	440	975	...	...	...	...	...	280	...	White inch.	1881	Iron.

* The ' Bruce ' was wrecked in June, 1911.

Distances.

The distance from Port aux Basques, Nfld., to North Sydney, N.S., is 101 miles

TRAFFIC RETURNS.

No service was run during 1907.

Calendar Year.	No. of round trips run.	Passengers Carried		Tons Freight Carried.	Live Stock.	Mails.		Subsidy Paid
		First Class.	Second Class.			Sealed Bags.	Tied Sacks.	
1908	153	5,351	9,223	10,176	764	2,112	11,796	\$12,272
1909	150	7,981	13,141	9,886	449	1,927	14,037	\$9,646 50
1910	155	6,427	12,994	15,507	1,203	1,896	14,872	\$9,993 00
1911	159	In 3,243 Out 3,522	5,177 6,001	15,579 959	1,635 Nil.	834 870	11,141 1,492	\$9,006 50
Total.		6,765	11,178	16,538	1,635	1,704	12,633	

As the contract expired on March 31, 1911, and no new one was made, although the usual service was performed during 1911, payment was made under authority of an Order in Council of January 15, 1912.

178.

CANADA AND SOUTH AFRICA.

ELDER, DEMPSTER & CO.

Contract No. 2.

Vote 178.—Steam Service between Canada and South Africa.

1911-12..	\$146,000
1912-13..	\$146,000

This service is performed by Messrs. Elder, Dempster & Company, of Liverpool, England, under terms of a contract bearing date May 18, 1907, which will expire on September 30, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

1. ‘During the term of five years from the first day of October, one thousand nine hundred and seven, the contractors shall well and efficiently provide work and maintain a service (hereinafter called “the service”) of cargo and mail carrying steamships of the description hereinafter mentioned, sailing from Montreal and calling at Quebec, and at the option of the contractors at other Canadian ports during the St. Lawrence season; and from St. John and calling at Halifax, and at the option of the contractors at other Canadian ports during the remainder of the year (hereinafter called “the Canadian ports”), and proceeding direct to Cape Town and such other South African ports (not less than two other ports) as may be arranged (hereinafter called “the South African ports), upon and subject to the conditions and provisions hereinafter contained.

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2. 'The contractors shall at all times during the said term provide and maintain such steamships of the descriptions hereinafter mentioned (hereinafter called "the steamers") as may from time to time be required for the purposes of the service. Each of the steamers shall:—

Size and Registry of Vessels.

(a) 'Be a British vessel of not less than five thousand tons dead weight capacity, furnished with adequate cargo space, and shall be a good, substantial and efficient steam vessel of adequate power and speed, and supplied with first-class appropriate steam engines and in all respects suited to the performance of the service within the respective times herein stipulated, and shall be provided and kept by the contractors seaworthy and in complete repair and readiness to the satisfaction of the minister.

Speed.

(b) 'When employed on the service maintain an average rate of speed of not less than ten knots an hour.

Cold Storage.

(c) 'Be suitably fitted with cold storage accommodation and appliances which shall from time to time be the best known for the purpose and capable of carrying in such cold storage not less than two hundred tons of cargo. Provided the contractors shall from time to time in the event of goods offering for shipment provide such further cold storage accommodation as shall be sufficient to meet the requirements of the trade offering.

Electric Light and other Fittings.

(d) 'Be supplied with an adequate number of boats and life-saving appliances in compliance with the law, and shall be fitted with electric light and all modern appliances and conveniences and be otherwise constructed, fitted and equipped properly and substantially in a manner suitable for all the requirements of the service and to the satisfaction in all respects and subject to the approval of the minister; provided that the contractors shall, from time to time, in the event of goods being offered for shipment, provide further vessels having such carrying capacity, accommodation and appliances as shall be sufficient to meet the requirements of the trade offering.

Carriage of Mails.

3. The steamers are:—

(a) 'To carry all mails sent under the authority of the Postmaster General of the Dominion of Canada (hereinafter called "the Postmaster General") for transmission from Canada to South Africa, irrespective of their origin and ultimate destination.

(b) 'Except such letters as are not required by law to pass through the post office, the contractors shall not receive or permit to be received for conveyance on board any steamer any letters other than those mentioned. No mails shall be conveyed by any such steamer on behalf of any colony or foreign country without the permission of the Postmaster General. The whole postage of any mail conveyed by any steamer shall, under all circumstances, be at the disposal of the Postmaster General.

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Frequency of Service.

4. 'The contractors shall on the first day of October, one thousand nine hundred and seven, and thereafter until the thirteenth day of September, 1912, at least monthly during the first fifteen days of each month, cause one of the steamers properly found in all respects, to leave one of the Canadian ports, and thence to call at the other of the Canadian ports, and thence proceed direct to one of the South African ports, and thence to call at the others of the South African ports; and the contractors further agree, in the event of goods being offered for shipment, to provide such additional vessels having carrying capacity and accommodation and appliances as shall be sufficient to meet the requirements of the trade offered.

Precedence to be given to Canadian Goods and Shippers.

6. 'No preference, priority or advantage whatsoever shall be granted by the contractors as regards the shipment and conveyance of any goods or products, directly or indirectly, against shippers of Canadian goods and products, who shall always have precedence for such Canadian goods and products over all other shippers, provided that such shippers in respect of such Canadian goods and products shall give not less than ten days' notice in writing to the contractors at their office at the port of shipment, specifying the nature and amount of such goods and products before the date advertised for the departure of any steamer of their intention to ship goods and products, who shall at the same time, if required by the contractors, pay a deposit of not less than 10 per cent upon the freight chargeable in respect of the carriage of such goods and products, and subject thereto the contractors shall ship all such goods and products in order of priority according to the time at which the same shall be actually received by the contractors for shipment.

Freight Rates.

7. 'The rates charged by the contractors shall under the same circumstances be the same scale of rates to all shippers and classes of shippers for each class of goods, so that no undue advantage, privilege or monopoly may be afforded to any person or classes of persons in respect of such rates.

Subsidy, \$146,000 per annum.

The subsidy is \$146,000 per annum payable in the city of Ottawa in four quarterly payments in the months of January, April, July and October in each and every year during the continuance of this agreement, and subject always to such subsidy being voted by the Parliament of the Dominion of Canada.

Subsidy from any other source.

16. 'The contractors shall not in respect of the services receive or accept any subsidy or aid pecuniary or otherwise from any colony or foreign country or any provincial, civic or municipal authority or any person or persons or corporation or corporations, and should any such subsidy or aid be received by the contractors, the Dominion government may deduct the amount thereof from the amount of the next quarterly payment due and owing under this contract, and so from time to time and as often as the contractors receive such subsidy or aid from any colonial or foreign government, provincial, civic or municipal authority or any person or persons or corporation or corporations; but this provision is not to be deemed as a permission or authority for the contractors receiving any such subsidy or aid.

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Calls for coaling.

18. 'Subject to the due performance by the contractors of the obligations imposed on them by this contract, they shall be at liberty in sailing from the Canadian ports to the South African ports to call solely for the purpose of coaling at any ports not situate on the continent of America.

Exemptions from calling at Canadian ports.

19. 'If at any time the contractors furnish to the minister evidence satisfactory to him that sufficient cargo is not forthcoming from any of the ports of call in Canada, he may in his discretion exempt either temporarily or permanently the steamers of the contractors from visiting such ports.

Commencement of Service.

25. 'This contract shall come into force and have effect on and from the first day of October, one thousand nine hundred and seven.'

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE			Passenger Acc., 1st Class.	Refrigerator Space.	N. H. P.	Speed.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capac- ity, D. W.					At	In	Of
	Ft.	Ft.	Ft.										
Melville ..	385·0	48·8	26·9	2,872	4,439	7,200	12	59,647	359	11	Port Glasgow....	1902	Steel.
Canada Cape ..	360·0	48·0	20·2	2,795	4,286	6,500	6	65,940	372	10	Howdon-on-Tyne..	1904	Steel.
Benin.....	375·2	47·3	18·8	2,788	4,313	7,100	2	9,200	396	11	Wallsend-on-Tyne	1907	Steel.
Bendu.....	375·2	47·3	18·9	2,821	4,319	7,100	2	9,200	396	11	Wallsend-on-Tyne	1906	Steel.
Monarch ..	470·0	56·0	31·9	4,776	7,355	12,500	6	26,500	548	11	Wallsend... ..	1897	Steel.
Yola.....	356·0	45·2	18·7	2,246	3,504	5,625	12	Nil.	296	10	Sunderland.	1898	Steel.
Kaduna..	360·0	52·0	26·2	2,308	4,455	8,100	12	10,000	339	10	Middlesbro.	1910	Steel.
Kwarra..	360·0	52·0	26·1	2,304	4,441	8,100	12	10,000	428	10	"	1910	Steel.
Coaling.	340·0	47·1	27·4	2,475	3,794	6,500	Nil.	Nil	317	10	West Hartlepool..	1906	Steel.

Distances.

	Miles.
St. John to Cape Town..	6,978
Montreal to Cape Town..	7,338

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TRAFFIC RETURNS (Outward voyages).

Calendar Year.	No. of trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.
1907.....	12	Not stated...	47,314		Not stated ...	Nil.	\$146,000 00
			Weight	Meas.			
1908.....	12	5	25,690	16,977	69	Nil.	\$146,000 00
1909....	12	21	29,840	26,140	Nil.	Nil.	\$146,000 00
1910.....	12	9	23,203	33,145	369	Nil.	\$146,000 00
1911.....	12	26	31,385	37,800	667	Nil.	\$146,000 00

179.

CARAQUET, SHIPPIGAN AND MISCOU ISLANDS.

GLOUCESTER NAVIGATION CO.

Vote 179.—Steam Service between Caraquet, Shippegan and Miscou Islands.

1911-1912..	\$1,500
1912-1913..	1,500

This service was performed by the Gloucester Navigation Company of Caraquet, N.B. under contract dated April 13, 1911, which expired on the close of navigation, 1911.

The principal provisions of the contract were as follows:—

Steamer.

1. The contractors will at the earliest opening of navigation in the present season place the steamer *Bearer*, of 60 gross tons, with accommodation for 50 passengers on a route hereinafter mentioned between Caraquet on the Mainland and the Islands of Shippigan and Miscou, all in the county of Gloucester in the Province of New Brunswick, and will continue the service hereinafter stipulated until the close of navigation of the present year.

Service.

2. The said service shall consist of one round trip each day (except Sunday), leaving Caraquet after the arrival of the train from Bathurst, stopping at Lower Caraquet Wharf, thence proceeding to Miscou Harbour on Miscou Island, thence to Little Shippigan and Lameque, both on Shippigan Island, and returning from Lameque to Caraquet, calling at all of the said ports.

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Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all Government wharfs when such is practicable, and when such wharfs are available.

Subsidy: \$1500 per annum.

4. The subsidy is \$1500 per annum, payable in instalments of \$375 each on the first days of June, August and October, and at the close of the season of navigation in the present year.

(An additional subsidy of \$300 is paid by the Post Office Department).

Mails.

Clause 7 of the contract provides for the conveyance of mails.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator space.	N. H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu. Ft		Knots			
Beaver.....	80	21	7.4	43	85	....	50	Nil.	S	....	Canning, S.	1897	Wood

Distances.

	Miles.
Caraquet to Lower Caraquet..	7
Lower Caraquet to L'Ameque..	15
L'Ameque to Little Shippigan..	19
Little Shippigan to Miscou..	1½
	42½

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail bags.	Subsidy paid.
1910.....		1,325	466	Nil.	16	\$500 (paid under acct of Nov. 25 1910.)
1911.. . . .		In 834 Out 1013	299 152	5 2	12 12	\$1500
		Total 1,847	451	7	24	

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180.

FROUDE'S POINT AND LOCKEPORT, N.S.

Contract No. 22.

MUNICIPAL CORPORATION OF THE TOWN OF LOCKEPORT, N.S.

Vote 180.—Steam Service between Froude's Point and Lockeport.

1911-12..	\$600
1912-13..	\$600

This service is performed by the Municipal Corporation of the town of Lockeport, N.S., under terms of contract dated June 12, 1908, which expired on March 31, 1909, and was renewed until March 31, 1910, and has now again expired. Subsidy for the year 1910-11, however, was paid under authority of Order in Council dated November 11, 1910, and for 1911-12 by Order in Council dated December 13, 1911.

The principal provisions of the contract were:—

Frequency of Service—ports of call.

1. The contractor, having maintained from the 1st day of April, prior to the date of these presents, a service of not less than twelve round trips each week on the route between Lockeport, N.S., and Froude's Point, N.S., calling at Rockland with the steamship *D. D. Mann*, of 130.41 gross tonnage and 88.68 net tonnage, with passenger accommodation for 40 people and speed of nine knots, the said contractor hereby agrees to continue and maintain the said service until March 31, 1910.

Government Wharfs.

2. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable, and when such wharfs are available

Subsidy: \$600 per annum.

3. Subsidy is payable at the rate of six hundred dollars (\$600) per annum, payable as follows:—Three hundred dollars (\$300) upon the first day of October next following the date of these presents, and the balance of three hundred dollars (300) upon the completion of the service as hereinbefore defined, or such proportionate sum as may have been earned on the said thirty-first day of March, 1910.

Carriage of mails.

Clause 5 of the contract provides for the carriage of mails.

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Distances.

	Miles.
Lockeport to Rockland..	2 $\frac{3}{4}$
Rockland to Froude's Point..	1 $\frac{1}{2}$
	<hr/> 4

DESCRIPTION OF VESSEL EMPLOYED.

	DIMENSIONS.			TONNAGE.		Passenger Accommodation.	N. H. P.	Speed—Knots.	BUILT.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net.	Gross.				At	In	Of
D. D. Mann....	73	21.5	4.25	88	130	40	13	9	Shelburne, N.S.	1907	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1908.....	875	6,625	1,170	Nil.	3,768	1,800	\$600 00
1909.....	885	6,471	1,715	.....	4,300	1,680	\$636 66
1910	780	6,629	2,140	Nil.	4,880	1,690	\$600 00
1911	790	In.....3,601	1,055	Nil.	2,440	690	\$600 00
		Out.....3,365	715	2,440	690	
		Total 6,966	1,770	4,880	1,380	

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181.

GASPE BASIN AND DALHOUSIE OR CAMPBELLTON.

Contract No. 15.

THE CAMPBELLTON AND GASPE STEAMSHIP CO., LTD.

Vote 181.—Steam Service from the opening to the closing of navigation in 1912, between Gaspé Basin and Dalhousie or Campbellton.

1911-12..	\$15,000
1912-13..	\$15,000

A contract dated June 5, 1911, was entered into with the Campbellton and Gaspé S.S. Co., Ltd., of Fraserville, Que., to perform this service. It will expire on the close of navigation in 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service.

1. 'The contractors having on the opening of navigation on the route between Campbellton aforesaid and Gaspé Basin, in the province of Quebec, in the spring of the present year, that is to say, as soon as the ice did permit of the running of a steamer over the said route, placed the steamer *Canada*, of a length over all of 185 feet, breadth 27 feet, depth 19 feet, gross tonnage about 704 tons, net tonnage about 449 tons, of a speed of 14 knots per hour, fully and properly fitted for the accommodation of over 50 passengers, and having adequate accommodation for such freight as may be offered for conveyance over said route; and having with such steamer established will continue to maintain a regular semi-weekly service from the opening of navigation in the year of these presents to the close thereof in the autumn of the said year, that is to say, until the ice will not permit of the running of the steamer over the said route, during which period there shall be made at least 60 full round trips from Campbellton to Gaspé basin aforesaid and return, and so in like manner during the year following covered by this contract.

Ports of Call.

'On each trip run both to and from Gaspé Basin as aforesaid the steamer shall call at each of the ports of Dalhousie, Carleton, Maria, New Richmond, St. Charles de Caplan, Bonaventure, New Carlisle, Paspébiac, St. Godfroy, Port Daniel, L'Anse-aux Gascons, Newport, Grand Pabos Mills, Little Pabos, Grand River, Little River East, Cape Cove, Barachois de Mal Baie, Percé, Point Peter, and Douglstown and when there is a reasonable quantity of cargo or number of passengers offering at Grand Greve.

Period of Contract.

2. 'This contract shall remain in force until the close of navigation in the year one thousand nine hundred and twelve (1912) unless sooner terminated by the minister under the provisions of section 19 hereof.

Government Wharfs.

Clause 3 provides for calls at all government wharfs when possible.

Subsidy: \$15,000 per annum.

Subsidy is payable at the rate of fifteen thousand dollars (\$15,000) per annum in such monthly instalments as may have or may be earned upon the first days of each succeeding month during the continuance of this contract at the rate of \$250 per round trip as hereinbefore stipulated, it being understood, declared and agreed that if for any reason there should not have been run in any one season at least sixty full round trips, there shall be deducted a proportionate amount otherwise due for such year's service.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSEL EMPLOYED.

	DIMENSIONS.			TONNAGE.			Passenger Accomoda- tion.	N. H. P.	Speed Knots.	BUILT.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net.	Gross.	Capa- city.				At.	In.	Of.
Canada.....	185.5	27.2	19.5	449	800	500	240	131	13	King- horn, Fife.	1892	Iron.

Distances.

	Miles.
Campbellton to Dalhousie..	13
Dalhousie to Carleton..	11
Carleton to Maria..	10
Maria to New Richmond..	4
New Richmond to Caplin..	11
Caplin to Bonaventure..	9
Bonaventure to New Carlisle..	10
New Carlisle to Paspébiac..	3
Paspébiac to St. Godfroy..	8
St. Godfroy to Port Daniel..	11
Port Daniel to Gascons..	4
Gascons to Newport..	7
Newport to St. Adelaide..	13
St. Adelaide to Grand River..	5
Grand River to Little River East..	4
Little River East to Cape Cove..	5
Cape Cove to Percé..	8
Percé to Barachois de Mal Baie..	6
Barachois De Mal Baie to Pt. St. Pierre..	5
Pt. St. Pierre to Douglastown..	12
Douglastown to Gaspé..	11

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1907†		9,260	4,013	Not stated	Not stated.		\$13,250 00
1908* †		5,184	5,689	31	1,904	382	\$12,000 00
1909 ‡	51½	4 897	4,338	41	751	81	\$12,750 00
1910 ‡	50	6,086	2,231	170	593	79	\$12,500 00
1911	54	East 2,610	331	Nil.	Nil.	Nil.	\$13,500 00
		West 2,033	115	20			
		Total . . . 4,643	446	20			

* Statistics for 1908 are estimated only. Actual returns could not be obtained owing to wreck of 'Lady Eileen,' and proposed winding up of Interprovincial Navigation Co.
† Service performed by Interprovincial Navigation Co.
‡ Service performed by Fraserville Navigation Co.

182.

GASPE BASIN AND NORTH SHORE RIVER AND GULF OF ST. LAWRENCE.

ROBIN, JONES & WHITMAN, LTD.

Contract No. 50.

Note 182.—Schooner service twice per month during the season of open navigation between Gaspé Basin and the North Shore of the River and Gulf of St. Lawrence.

1911-12	\$1,000
1912-13	1,000

The service was performed by Messrs. Robin, Jones and Whitman, Ltd., of Paspébiac, Que., under terms of a contract dated March 23, 1911, which expired on the close of navigation 1911.

The principal terms of the contract were as follows:—

Schooner Service.

1. That wherever the word "Steamer" occurs in this contract it shall be read and interpreted as if written or printed "Schooner," the intent and meaning of the contract being for a schooner service.

Ports of call.

2. The contractors owning or having control of a schooner of 97 tons register, will upon the opening of navigation in the present year commence and will continue to maintain until the close of navigation in the present year a regular fortnightly service between Gaspé Basin and the following ports on the North Shore of the River

or Gulf St. Lawrence and the Island of Anticosti, viz.; Westpoint on the Island of Anticosti; and the following ports on the North Shore of the River or Gulf of St. Lawrence; Thunder River, Magpie, St. John's River, Long Point, Mingan, Esquimaux Point, Piastre Bay and Natashquan and at such other intermediate ports or places as may from time to time be required by the Minister.

(a) The calls referred to in this section shall be both ways at Westpoint on the Island of Antocosti, Mingan and Esquimaux Point, and at the other points mentioned in this section both ways weather conditions permitting, but if unable to call *going* the calls should be made *returning*.

Government Wharfs.

3. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$1,000.

4. The subsidy is \$1,000 for the season's service, payable in instalments of \$350 on August 1 and October 1, and \$300 on the completion of the service.

(An additional sum of \$500 is to be paid the contractors by the Post Office Department).

Mails.

Clause 7 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger accommodation.	Speed Knots	BUILT.		
	Length. Ft.	Breadth Ft.	Depth. Ft.	Net.	Gross.	Capa- city. Wt.			At	In	Of
Schooner 'Uruguay.'	83	23·9	9 3	—	97	140	20	—	La Have.	1895.	Wood

Distances.

	Miles.
Gaspé to West Point, Anticosti.. . . .	80
West Point to Thunder River.. . . .	28
Thunder River to Magpie.. . . .	15
Magpie to St. John River.. . . .	9
St. John River to Long Point.. . . .	9
Long Point to Mingan.. . . .	8
Mingan to Esquimaux Point.. . . .	14
Esquimaux Point to Piastre Bay.. . . .	40
Piastre Bay to Natashquan.. . . .	40
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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. Passengers Carried.		Tons Freight Carried.	Live Stock.	Mail Bags.	Subsidy Paid.
1911.	10	In	47	15	Nil.	90	\$1,000
		Out	37	126	Nil.	90	
	Total. ...		84	141		180	

183.

GRAND MANAN AND MAINLAND.

GRAND MANAN STEAMBOAT COMPANY.

Contract No. 14.

Vote 183.—*Steam Service between Grand Manan and the Mainland.....*

1911-12..	\$7,000
1912-13..	\$7,000

This service is performed by the Grand Manan Steamboat Company of Grand Manan, N.B., under terms of a contract bearing date March 17, 1909, and which will expire on March 31, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

1. ‘The contractors will on the first day of April next following the date of these presents, place their steamer, the *Aurora*, on the routes hereinafter described between the island of Grand Manan and the mainland, and will from that date carry on and maintain with the said steamer *Aurora* until the thirty-first day of March, 1912, the following services, that is to say, they will during each of the months of June, July, August and September, occurring during the continuance of this contract, run the said steamer.

(a) one trip each week between Grand Manan aforesaid and St. Andrews, on the mainland, via and calling on all trips both going and returning at Campbello and at Eastport, Maine.

(b) one trip each week between Grand Manan and St. John via and calling on all trips both going and returning at Campobello and Eastport aforesaid;

(c) one trip each week between Grand Manan and Eastport via and calling on all trips both going and returning at Campobello aforesaid;

(d) one trip each week between Grand Manan and St. Stephen via and calling on all trips both going and returning at Campbello, Eastport and St. Andrews;

And during the remaining eight months of each year occurring during the continuance of this contract will run;

(e) one trip each week between Grand Manan and St. Stephen via and calling on all trips both going and returning at Campbello, Eastport and St. Andrews;

(f) one trip each week between Grand Manan and St. John via and calling on all trips both going and returning at Campobello and Eastport aforesaid;

(g) one trip each week from Grand Manan to St. Andrews, calling at Campobello and Eastport on all trips both going and returning.

Government Wharfs.

2. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable, and when such wharfs are available.

Subsidy: \$7,000 per Annum.

A subsidy is payable at the rate of seven thousand dollars per annum (7,000), as follows:—

A first instalment on the first day of the month of July next following the date hereof, of seventeen hundred and fifty dollars (\$1,750); and an equal sum of seventeen hundred and fifty dollars (\$1,750) on each subsequent first day of each of the months of October, January and April occurring during the continuance of this contract.

Carriage of Mails.

Clause 5 of the contract provides for the carriage of mails.

DESCRIPTION OF STEAMER EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed Knots	BUILT.		
	Length. Feet.	Breadth Feet.	Depth. Feet.	Net.	Gross.	Capacity.				At	In	Of
Grand Manan.	130	26	11	180	363	250	350	32	12	Liverpool, N.S.	1911.	Wood

Aurora, mentioned in clause 1 of the contract above, has been broken up, and replaced by the Grand Manan.

Distances.

	Miles.
Grand Manan to Campobello.. . . .	15
Campobello to Eastport.. . . .	3
Eastport to St. John.. . . .	45
Eastport to St. Andrew's.. . . .	12
St. Andrew's to St. Stephen.. . . .	18
St. John to Grand Manan.. . . .	45
St. Stephen to Grand Manan.. . . .	48
St. Andrews to Grand Manan.. . . .	30

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid. \$
					Lock Bags.	Tied Sacks.	
1907.....	138	6,524	4,407	Not stated ...	Not stated.....		5,000
1908.....	174	6,168	4,016	33	1,561	2,553	5,000
1909.....	173	6,961	3,749	.....	1,389	1,960	6,500
1910.....	174	6,919	3,636	37	1,581	2,359	7,000
1911.....	189	In...2,800 Out...3,257	3,897 12	21 10	1,227 919	1,740 277	7,000
		Total..6,057	3,909	31	2,146	2,017	

184.

HALIFAX AND CANSO.

HALIFAX AND CANSO STEAMSHIP CO., LTD.

Contract No. 30.

Vote 184.—Steam service between Halifax and Canso.

1911-12... ..	\$4,000
1912-13... ..	\$4,000

This service is performed by the Halifax and Canso Steamship Company, Limited, of Halifax, N.S., under terms of a contract bearing date February 27, 1907, which will expire on April 1, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service—Ports of Call.

1. ‘The said contractors having, prior to the date hereof, placed the steamer *Strathcona* on a service between Halifax and Canso, which steamer having been lost they will replace her by a new one, now building, and will with it, or until completed with a substitute steamer approved by the minister, continue to maintain a regular weekly service between Guysboro’ and Halifax, in the province of Nova Scotia, calling on all voyages both ways at Queensport, Canso, Whitehead, Drumhead, Isaacs Harbour, Goldboro’, Port Beckerton and Port Hilford; and during the months of January and February occuring during the continuance of this contract, at Port Dufferin, Sonora and Moses River, all in the province of Nova Scotia, as well as such other port or ports as may be from time to time required by the minister. At any of the above ports of call where a public wharf has been built and is maintained the steamer may be required to call at same when so notified by the minister.

Capacity and Equipment of Steamer.

‘It is guaranteed, on the part of the contractors, that the new steamer above referred to shall have a cargo capacity equal to 2,500 barrels, with passenger accom-
modation for 40 passengers, electric lighted throughout and fitted with proper and
adequate refrigeration for the carrying of fresh fish.

Period of Contract—Changes in Service.

2. ‘This contract shall remain in force, unless sooner terminated under condi-
tions hereinafter expressed, until the first day of April, 1912; and it is understood
and agreed that the minister may authorize any change or changes in the above
service as may not be inconsistent with the terms of the vote covering the payment
of the subsidy therefor.

Laying off Steamer each Year.

3. ‘It is understood and agreed that the steamer running the service as above
may lay off for refitting two trips in each year at such time or times as will least
interfere with the requirements of the service.

Subsidy: \$4,000 per annum.

Subsidy of four thousand dollars (\$4,000) per annum is payable as follows, that
is to say:—

‘in four equal instalments of one thousand dollars each on the first days of July,
October and January, and on the completion of each year’s service during the con-
tinuance of this contract.

Carriage of Mails.

Clause 5 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommoda- tion.	N.H. P.	Speed—Knots	BUILT.		
	Length Feet	Breadth Feet.	Depth Feet.	Net.	Gross.	Capa- city.				At	In	Of
Scotia	137	27	9.5	268	376	2000 bar'ls.	100	53	10	Mahone, N.S.	1907	Wood

Distances.

	Miles.
Halifax to Port Hilford	89
Port Hilford to Beckerton	10
Beckerton to Isaacs Harbour	16
Isaacs Harbour to Whitehead	35
Whitehead to Canso	17
Canso to Queensport	12
Queensport to Guysboro'	13
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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.. . . .	51	624	5,547	Not given	Nil.	\$4,000
1908.....	52	1,779	{ 9,478 weight. 14,818 meas. }	52	Nil.	4,000
1909.....	50	1,691	{ 8,301 weight. 12,452 meas. }	61	Nil.	4,000
1910.....	52	1,487	20,955	30	Nil.	4,000
1911.....	49	In. 615 Out .. 866	7,006 14,171	25	Nil.	4,000
		Total....1,481	21,177	25	.. . . .

185.

HALIFAX AND NEWFOUNDLAND VIA CAPE BRETON PORTS.

J. A. FARQUHAR & COMPANY.

Contract No. 11.

Vote 185.—*Steam Service between Halifax and Newfoundland via Cape Breton Ports.*

1911-12.. . . .	\$4,000
1912-13.. . . .	\$4,000

This service was performed by Messrs. James G. Farquhar and Charles W. Rowlings, of Halifax, N.S., doing business under the name of J. A. Farquhar & Company, under a contract dated July 4, 1911, which expired on the close of navigation in 1911. The principal provisions of the contract, aside from those common to all contracts, were as follows:—

Service and Ports of Call.

1. The contractors having on the opening of navigation in the present year placed their new steel screw steamer, the *Seal*, of 520 gross tons, on the route between Halifax, N.S., and the west coast of the island of Newfoundland, and having maintained will continue to carry on and maintain by means of the said steamer a regular fortnightly service between Halifax and the west coast of Newfoundland, calling both going and returning at St. Peters, Grand Narrows, Baddeck, North Sydney, South Sydney, Ingonish, Neils Harbour and Aspy Bay in Cape Breton, and at St. Pauls Island off the north coast of Cape Breton whenever the weather will permit a vessel to call at that port, and at Channel, Bay St. George, Codroy, Bay of Islands and Bonne Bay, Newfoundland. Such service to continue uninterruptedly until fourteen complete round trips have been performed or until the close of navigation should it close before the said fourteen trips can be performed, that is to say, until the ice

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will not permit of the running of a steamer over the route named. The time to be occupied in making each trip of the service hereby undertaken to be performed including the return to Halifax shall not exceed thirteen days.

Government Wharfs.

2. 'In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable, and when such wharfs are available.

Period of Contract.

3. 'The contract shall remain in force until the close of navigation in the present year, but shall be subject to renewal for another year at the option of the minister.

Subsidy: \$4,000. per Season.

A subsidy is payable not exceeding four thousand dollars (\$4,000), such subsidy to be payable as follows, that is to say: On the first day of September next following the date of these presents, a sum equivalent to two hundred and eighty dollars (\$280) for each complete round trip which shall have been fully performed according to the intention of these presents previous to that date; and the balance of the subsidy shall be paid on the completion of the season's service.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Ac- commodation.	N. H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Seal.....	175	26 6	20 5	277	607	550	20	85	11	Clyde	1911	Steel.

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Distances.

	Miles.
Halifax to St. Peter's... ..	154
St. Peter's to Grand Narrows... ..	21½
Grand Narrows to Baddeck... ..	9¾
Baddeck to North Sydney... ..	40
North Sydney to Sydney... ..	4½
Sydney to Ingonish... ..	31
Ingonish to Neil's Harbour... ..	11
Neil's Harbour to Aspey Bay... ..	10
Aspey Bay to St. Paul's Island... ..	21
St. Paul's Island to Channel... ..	49
Channel to Codroy... ..	27
Codroy to Bay St. George... ..	55
Bay St. George to Bay of Islands... ..	111
Bay of Islands to Bonne Bay... ..	52
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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails. Bags.	Subsidy Paid.
1907.....	16	617	6,268	Not given.	Not given.	\$2,000
1908.....	14	681	5,375	6	14	4,000
1909.....	14	645	5,650	30	20	4,000
1910.....	15	337	8,102	31	30	4,000
1911.....	15	In .. Nil. Out ... 180	3,350 5,200	Nil.	13 9	4,000
		Total. ..180	8,550	.. .. .	22	

From 1907 to 1910 inclusive, the service was performed by Messrs. Pickford and Black, of Halifax, N.S.

186.

HALIFAX AND SPRY BAY.

HALIFAX AND SHEET HARBOUR STEAMSHIP COMPANY, LIMITED.

Contract No. 55.

Vote 186.—Steam service between Halifax and Spry Bay.

1911-12..	\$2,500
1912-13..	\$2,500

This service is performed by the Halifax and Sheet Harbour Steamship Company, Limited, of Halifax, N.S., under terms of a contract bearing date February 27, 1911, and which expires on March 31, 1912. The principal provisions aside from those common to all contracts, are as follows:—

1. ‘The said contractors will, on the first of April next following the date above written, place the steamer *Margaret*, a vessel of 186 tons gross register, with a carrying capacity of about 1,500 barrels, with passenger accommodation for 50 passengers, on a route between Halifax and Spry Bay, both in the province of Nova Scotia, and will from such commencement carry on and maintain until March 31, 1912, a regular weekly service between said ports, calling on all voyages at Jeddore, Owls Head, Tangier, Popes Harbour, Ship Harbour, Sheet Harbour and Sober Island, all in the said province of Nova Scotia, as well as at such other ports or places between the said terminal ports as may be, from time to time, required by the minister.

Government Wharfs.

2. ‘In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$2,500 per annum.

The subsidy is two thousand and five hundred dollars (\$2,500), payable in two equal instalments of twelve hundred and fifty dollars (\$1,250) each, one in the month of October next following the date of these presents, and the final instalment of twelve hundred and fifty dollars (\$1,250) upon the completion of the service herein stipulated.

Carriage of Mails.

Clause 6 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Margaret. . .	92	19	9	100	195	175	90	27	10½	Sheet Harbour	1907	Wood

Distances.

	Miles.
Halifax to Jeddore.	35
Jeddore to Owl's Head.	15
Owl's Head to Tangier.	10
Tangier to Pope's Harbour.	10
Pope's Harbour to Ship Harbour.	10
Ship Harbour to Sheet Harbour.	20
Sheet Harbour to Sober Island.	20
	120

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	50	2,186	4,500	Nil.	Nil.	\$1,250
1908.. . . .	52	1,935	3,470	Nil.	Nil.	2,500
1909.....	51	2,226	3,710	Nil.	Nil.	2,500
1910.....	52	2,774	3,975	Nil.	Nil.	2,500
1911.....	48	In 1,531 Out 1,380	1,475 3,220	Nil.	Nil.	2,307 69
		Total..2,911	4,605			

187.

HALIFAX, SOUTH CAPE BRETON AND BRAS D'OR LAKE PORTS.

HALIFAX AND GLACE BAY STEAMSHIP CO., LTD.

Contract No. 66.

Vote 187.—Steam service between Halifax, South Cape Breton and Bras d'Or Lake ports.

1911-12... ..	\$4,000
1912-13... ..	\$4,000

This service was performed by the Halifax and Glace Bay Steamship Co., Ltd., of Halifax, N.S., under terms of a contract dated May 23, 1911, which expired on the close of navigation in 1911. The principal terms of the contract were as follows:—

Service.

1. The contractors having on the opening of navigation in the present year placed the SS. *Scotsburn* of 163 net tons and 230 gross tons upon the route hereinafter described between Halifax, South Cape Breton and Bras d'Or Lake ports, all in the province of Nova Scotia, and having maintained will continue to maintain the said service until the close of navigation in the current year.
2. The service hereinbefore referred to shall consist of a round trip every ten days from Halifax to Sydney, calling each way at Forchu, Petit de Grat and Gabarous, Louisburg, Port Morien, Glace Bay and North Sydney every trip, and every third trip the service shall be performed through the Bras d'Or Lakes, calling each way at St. Peter's, Grand Narrows, Iona and Baddeck, and three trips during the season to East Bay, calling each way at Johnston's harbour, Irish Cove, Big Pond and Castle Bay.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$4,000 per annum.

Subsidy is payable at the rate of \$4,000 per annum, as follows: \$1,000 on the first days of the months of July, September and November, and the balance of \$1,000 on the completion of the service at the close of navigation of the present year.

Mails.

Clause 7 of the contract provides for the carriage of mails.

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DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGERS ACCOMMO- DATION.		N. P.	H. Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st class.	2nd class.			At	In	Of
	Ft.	Ft.	Ft.							Knots			
Scotsburn	135	23	8.5	92	187	225	40	10	30	10	Mahone	1910	Wood

Distances.

	Miles.
Halifax to Gabarous..	180
Gabarous to Louisburg..	9
Louisburg to Mainadieu..	12
Mainadieu to Port Morien..	15
Port Morien to Glace Bay..	10
Glace Bay to North Sydney..	15
North Sydney to Sydney..	5
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TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy paid.
1911.. . . .	25	In..... 71 Out..... 77	2,933 4,623	Nil.	Nil.	\$ 3,800
		Total... 148	7,556			

188.

HALIFAX AND WEST COAST CAPE BRETON.

HALIFAX AND INVERNESS STEAMSHIP COMPANY, LTD.

Contract No. 70.

Vote 188.—Steam service between Halifax and West Coast Cape Breton, calling at way ports.

1911-12..	\$2,000
1912-13..	\$2,000

This service was performed by the Halifax and Inverness Steamship Company, Limited, under a contract dated July 13, 1911, which expired on the close of navigation in 1911. The principal provisions of the contract were as follows:—

Service.

1. The contractors being the owners of and having control of the steamer *Strathlorne* of 100 net tons, and having on the opening of navigation in the present year placed the said steamship on the route hereinafter defined, and having established and maintained will continue to maintain the service herein referred to until the close of navigation in the present year.
2. The service hereinbefore referred to shall consist of a service from the port of Halifax each week, calling weekly at the following points: Port Mulgrave, Port Hastings, Port Hood, Mabou, Grand Etang, Cheticamp and Eastern Harbour, Souris, Cardigan, Georgetown and Montague, and calling once every two weeks at Havre au Bouche and Margaree.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Termination of Contract.

4. Subject to the stipulations of clause 20, this contract shall cease and determine upon the closing of navigation in the year 1911, unless further extended at the option of the minister for a further period of twelve months.

Subsidy: \$2,000 per annum.

5. The subsidy is \$2,000 per annum, payable in such instalments as may have been earned on the last day of each month during the continuance of this contract.

Mails.

Clause 8 of the contract provides for the carriage of mails.

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DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation	N. H.P.	Speed—Knots.	BUILT.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net.	Gross.	Capa- city.				At	In	Of
Strathlorne.....	116	20 2	9	81	135	180	40	24	9	Mahone ..	1909	Wood.

Distances.

	Miles.
Halifax to Mulgrave..	162
Mulgrave to Hastings..	4
Hastings to Port Hood..	22
Port Hood to Mabou..	11
Mabou to Margaree..	31
Margaree to Grand Etang..	6
Grand Etang to Eastern Harbour..	11
Eastern Harbour to Souris..	56
Souris to Georgetown..	19
Georgetown to Lower Montague..	2
Lower Montague to Montague..	4
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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Pags Mails.	Subsidy Paid.
1911	30	In.... 11 Out.. 24	2,588 5,276	Nil	Nil.	1,714 20
		Total 35	7,864			

189.

HALIFAX, ST. JOHN'S AND LIVERPOOL.

FURNESS, WITBY & CO..

Contract No. 3.

Vote 189.—Steam service between Halifax, St. John's, Nfld., and Liverpool.

1911-12..	\$20,000
1912-13..	\$20,000

This service, as at present run, is under terms of a contract entered into with Messrs. Furness, Withy & Company, Limited, of West Hartlepool, England, bearing

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date March 1, 1911, and which will expire on March 31, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract and Sailing Dates.

1. The contractors will, on the first day of April, next following the date of these presents, place on a route between the city or port of Halifax, in the province of Nova Scotia, and the city or port of St. John's, in Newfoundland, and the port of Liverpool in England, their steamers the *Tabasco*, the *Durango*, and the *Almeriana*, and will from such date maintain, until the 31st day of March, in the year 1912, by means of the said steamers, or with such other steamers as may be approved by the minister, a regular service between the cities and ports aforesaid, sailing from and returning to each of the terminal ports of Halifax and Liverpool aforesaid, at regular intervals of not less frequency than once in every seventeen days, and on such fixed dates as may be sanctioned by the minister, calling on all voyages both outward and inward at the port of St. John's, in Newfoundland.

Canadian Trade Commissioners.

Clause 2 of the contract provides for the free transportation of Canadian Trade Commissioners, their wives, children and household effects, when the Commissioners are travelling upon their official duties, &c.

Development of Transportaion over Government Railway.

3. It is hereby agreed by the contractors that as the aid herein expressed and provided for by the Canadian Government is for the express purpose of encouraging the development of Canadian trade and the transportation of Canadian goods through Canadian channels, the company accepts the aid on these conditions and agrees that all freight booked or carried by the said steamships from a port in the United Kingdom and during the time these make Halifax their terminal port, shall when not otherwise routed by shippers or consignees, be delivered to the Intercolonial Railway at Halifax for shipment to final destination in Canada provided that the rates demanded by the Intercolonial Railway shall not be in excess of the rates charged by any other railway company from said ports to final destination in Canada,

(a) Contractors are to hand over to the Intercolonial Railway at Halifax passengers for points in the maritime provinces or the province of Quebec providing the routing of such passengers is controlled by the contractors and that they are not otherwise routed. It is further agreed that the contractors through their agents in Canada shall see that they have all such freight for export as may be secured by them for a port in the United Kingdom at which the subsidized line may call delivered to the Intercolonial Railway at Montreal.

Subsidy: \$20,000 per season.

Subsidy is payable at the rate of twenty thousand dollars (\$20,000) per season, as follows:—

One quarter, or \$5,000, on the first day of each of the months of July, October and January next following the date of these presents, and the balance, \$5,000, on the completion of the service on April 1, 1912.

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Freight and Passenger Rates.

Clause 6 of the contract provides that freight and passenger rates shall be approved by the minister.

Carriage of Mails.

Clause 9 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator space. C. F.	N. H. P.	Speed - Knots.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Durango.....	332	41·7	28·8	1,927	3,008	4,834	2	..	..	..	299 12		Sunderland...	1895	Steel.
Venango	308·7	41·5	28·9	1,910	2,938	4,560	2	..	..	..	255 11		Sunderland...	1891	Steel.
Almeriana....	324·8	40·2	25·1	1,824	2,906	4,302	4	....	..	300	349 12		Middles- borough....	1889	Steel.
Gulf of Venice	331·1	42·3	28·6	1,884	3,022	4,078	2	..	..	..	410 12		West Hartlepool..	1883	Iron.
Florence	293 5	40·2	26·1	1,609	2,493	..	..	..	..	..	200 ..		Sunderland...	1889	Steel.
Tabasco	331·6	41·7	26·0	1,913	2,987	..	..	..	..	..	360 ..		Sunderland...	1895	Steel.

Distance between Terminal Ports.

The distance between Halifax and Liverpool is 2,453 miles.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails, Packages.	Subsidy Paid.	
1907.....	29½	353	65,832	Not stated....	Not stated....	\$17,500	
1908.....	25	53	44,132	Nil.	54	20,000	
1909.....	27½	85	50,847	Nil.	Nil.	20,000	
1910.....	27	80	103,144	Nil.	Nil.	20,000	
1911.....	25	In Out	16 48	16,778 97,579	Nil.	Nil.	20,000
		Total...	64	114,357			

190.

MAINLAND AND MAGDALEN ISLANDS.

WILLIAM MCLURE.

Contract No. 12.

Note 190.—Steam service between the opening and closing of navigation in 1912, between the Mainland and the Magdalen Islands.

1911-12..	\$15,000
1912-13..	\$15,000

The service is performed by William McLure, of Pictou, N.S., under terms of a contract bearing date of March 10, 1909, which will expire on the close of navigation in 1913. The principal provisions aside from those common to all contracts, are as follows:

Ports of Call.

1. 'The contractor will at the earliest opening of navigation in the present year that is to say, as soon as the ice will permit of the running of steamers over the route hereinafter named, place the steamer *Daisy* on the route between Pictou, in the province of Nova Scotia and the Magdalen Islands in the province of Quebec, and will for five years carry on and maintain by means of the said steamer, in manner hereinafter provided, a regular semi-weekly service, making each week two full round trips between Pictou and the islands aforesaid and return, calling on each trip each way at the railway wharf at Souris in the province of Prince Edward Island; and at ports in the Magdalen Islands as follows:—On all trips at Amherst Island, Point Basse and Grindstone Island; and at Etang du Nord and Grand Entry once each week; such weekly calls to be made on alternate trips; and once each month during each of the months of June, July, August and September, during the continuance of this contract at Bryan Island; and in case and whenever the weather will not permit of the landing of the mails and cargo at Etang du Nord, the contractor shall land the mails from the said steamers for House Harbour and Etang du Nord at Grindstone Island, and the steamer shall remain there long enough to allow such mails to be carried to House Harbour and Etang du Nord and return; calling also at such other port or ports, place or places en route as the minister may from time to time direct.

Duration of Service.

2. 'Such service shall continue regularly and uninterruptedly until the closing of navigation at Pictou aforesaid each fall or winter during the continuance of this contract, and from such closing of navigation such service shall be continued from some port in Cape Breton to such port or ports in the Magdalen Islands as the minister may approve until the closing of navigation at the Magdalen Islands, that is to say until the ice will not permit of the running of a steamer over such route; it being understood and agreed that calls at Grand Entry need not be made after the end of the month of September in each year.

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'The days of the week and time of sailing from Pictou aforesaid shall be at all times subject to the approval of the minister, as well as shall be the maximum time allowed within which to complete the full round trip.'

Period of Contract.

3. This contract shall remain in force until the closing of navigation in the year 1913; and it is understood and agreed that the minister may authorize any changes in the service as above defined, or in the passenger and freight rate schedule hereto attached, as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

Passenger and Freight Rates.

4. 'The attached schedule of rates for passengers and freight subject to clause 3. shall be considered as part of this contract, and shall be the rates to be charged on all voyages performed under this contract.

NOTE.—The above-mentioned schedule of freight rates is not printed in this report, but particulars regarding it may be obtained from the Department of Trade and Commerce on application.

Government Wharfs.

5. In consideration of the subsidy herein stipulated the contractor agrees to call at all government wharfs when such is practicable, and when such wharfs are available.

Subsidy: \$15,000 per annum.

6. 'A subsidy is payable at the rate of twelve thousand dollars (\$12,000) per annum, as follows:—

On the first days of each of the months of July and October next, the sum of four thousand dollars (\$4,000), and at the close of navigation as hereinbefore defined, the further sum of four thousand dollars (\$4,000).

A supplementary agreement was entered into on June 15, 1910, increasing the original subsidy of \$12,000 to \$15,000 per annum.

Carriage of Mails.

Clause 8 of the contract provides for the carriage of mails.

Description of Vessel Employed.

Permission was given by the minister to substitute the *Lady Sybil* for the *Daisy*, referred to above. The *Lady Sybil* was built at Greenock, in 1908, of steel, and registered at the Magdalen Islands in 1908; length 165 feet, breadth 28-1 feet, depth 18-7 feet; net tonnage 352; gross tonnage, 676; 173 horse-power; speed 12½ knots.

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Distances.

	Miles.
Pictou to Souris..	50
Souris to Etang du Nord..	76
Etang du Nord to Amherst..	33
Amherst to Grindstone..	9
Grindstone to Point Basse..	4
Point Basse to Grand Entry..	15
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Etang du Nord to Bryan Island..	50

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail bags.		Subsidy Paid.
					In.	Out.	
*1907	58	880	5,900	Not given.	Not given.		\$15,000
*1908	61	1,357	4,472	18	1,499	1,453	15,000
1909	62	1,168	1,419	944	1,619	1,577	12,000
1910	70	1,394	6,048	1,109	1,582	1,600	15,000
1911	61	In 723	1,320	1,265	1,277	Nil.	15,000
		Out 693	4,853	4	1,274	308	
		Total 1,416	6,173	1,269	2,551	308	

* The service during these years was performed by the Magdalen Islands Steamship Co., of Halifax, N.S.

191.

MAHONE BAY AND TANCOOK ISLAND.

J. ERNST & SONS, LTD.

Contract No. 67.

Vote 191.—Steam service between Mahone Bay and Tancook Island.

1911-12..	\$1,000.00
1912-13..	\$1,000.00

This service is performed by Messrs. J. Ernst & Sons, Ltd., under contract dated May 23, 1911, which will expire on March 31, 1912. The principal provisions of the contract are as follows:—

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Service.

1. The contractors having in the month of April next preceding the date of these presents placed the SS. *Kinburn*, of 168 gross tons and 79 net tons, on the route between Mahone Bay and Tancook Island, both in the province of Nova Scotia, and having maintained will continue to maintain until the 31st day of March, 1912, a service hereinafter described:—

Ports of call.

2. The said service is to be as follows:—

One round trip each week from Mahone Bay to Tancook Island calling at Little Tancook and when signalled at Blandford.

Government Wharfs.

3. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$1,000 per annum.

4. Subsidy is payable at the rate of \$1,000.00 per annum, on the first days of July and October, 1911, and January and April, 1912.

Mails.

Clause 7 provides for the carriage of mails.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed Knots	BUILT.		
	Length. Feet.	Breadth Feet.	Depth. Feet.	Net.	Gross.	Capacity.				At	In	Of
Kinburn	114	23.5	10.5	79	168		40	28	10			

Distances.

	Miles.
Mahone Bay to Tancook Island..	10

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.		Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
April 1 to July 1 1911.	10	In	24	500	Nil.	Nil.	\$
		Out	24	700			250
		Total	48	1,200			

192.

MONTREAL, QUEBEC AND MANCHESTER.

(SUMMER SERVICE.)

ST. JOHN, HALIFAX AND MANCHESTER.

(WINTER SERVICE.)

MANCHESTER LINERS, LTD.

(Furness, Withy & Co., Agents.)

Contract No. 23.

Note 192.—Steam service between Montreal, Quebec and Manchester, England, during the summer season; and between St. John, Halifax, and Manchester, during the winter season.

1911-12..	\$35,000
1912-13..	\$35,000

This service is performed by the Manchester Liners, Ltd., of Manchester, England, under terms of a contract dated March 1, 1911, and which will expire on March 1, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract—Freight rates—Cold storage.

1. ‘The contractors being the owners and proprietors of the steamers, the *Manchester Importer, Manchester Shipper, Manchester Trader, Manchester Port, Manchester Mariner and Manchester Spinner*, will on the first day of April next, following the date of these presents, place the said steamers on the route between Canada and the city of Manchester, in England, and will therewith or with other steamers of like class and capacity approved by the minister, maintain until the thirty-first day of March in the year 1912, a regular fortnightly service between Canada and the said city of Manchester, that is to say, sailing from each of the terminal ports of Montreal or St. John, as the case may be, and from Manchester on such fixed dates as may be sanctioned by the minister, and at regular intervals of not more than fourteen days, such dates to be duly advertised by the contractors; the sailings during the season of navigation on the River St. Lawrence to be from

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the port of Montreal, in the province of Quebec, to the said city of Manchester, and from Manchester to the said port of Montreal, calling on all voyages both outwards and inwards at the port of Quebec, in the said province, and during the balance of the year when navigation is closed on the said River St. Lawrence, sailing from the port of St. John in the province of New Brunswick, to the said city of Manchester, and from Manchester to the said port of St. John, calling on all voyages inwards, that is, from Manchester to St. John, at the port of Halifax, in the province of Nova Scotia; and it is further understood and agreed that the contractors shall arrange that every facility is afforded for the carriage of any freight that may be offered at Halifax for Manchester, which freights shall be taken on board at Halifax on westbound trips, and that the freight rates to be charged on these goods shall not be higher than would be charged were the goods shipped direct; and as regards the steamers provided with cold storage, the contractors shall, while employed in this service, maintain the appliances connected therewith in constant efficiency and shall operate the same at all times while cargo is being stowed or carried in the compartments set aside for the purpose.

Freight Rates.

3. 'It is understood and agreed and is a condition precedent to the payment of the subsidy as hereinafter provided, or any portion thereof, that the freight rates which have been or may be charged by the contractors on goods carried or which may be carried by the said steamers between the ports above named during the continuance of, and under the terms of this contract, shall not exceed the rates current by other vessels or other lines less the rates charged or chargeable by the Manchester Ship Canal Company for the use of or for towage through the said canal or both.

Canadian Trade Commissioners.

Clause 4 provides for the free transportation of Canadian Trade Commissioners and their wives and children, and also Canadian Commercial Agents, with meals, first-class accommodation, and free transportation for their household effects, when they are travelling upon official duties or being transferred.

Subsidy: \$35,000 per annum.

The subsidy is thirty-five thousand dollars (\$35,000) payable quarterly in sums of \$8,750 each during the months of July, October, January and April next succeeding the dates of these presents.

Freight and Passenger Rates.

A clause in the contract provides that freight and passenger rates shall be approved by the minister.

Carriage of Mails.

Clause 8 of the contract provides for the carriage of mails.

Intercolonial Railway Clause.

Clause 5 provides for carriage of goods and passengers via Intercolonial railway when possible.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Acc. 1st Class.	Refrigerator Space.	N. H. P.	Speed.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.					At	In	On
	Ft.	Ft.	Ft.										
Manchester Mariner...	360	48	20 2	2,672	4,106	6,838	3	Nil.	403	11	Hartlepool.	1904	Steel.
Manchester Shipper..	370	48	26 3	2,542	4,038	6,951	9	Nil.	379	11	West Hartlepool..	1906	Steel.
Manchester Port	360	48	20 2	2,662	4,093	6,906	3	Nil.	400	10 1/2	Hartlepool.	1903	Steel & Iron
Manchester Trader . . .	340	42 7	27	2,136	3,318	4,465	3	2,500	354	11	Londonderry.	1890	Steel.
Manchester Spinner . .	360	48	20 2	2,760	4,227	7,158	Nil.	Nil.	372	11	Howdon-on-Tyne..	1903	Steel.
Manchester Importer....	370	48	26 3	2,538	4,028	6,966	9	Nil.	379	11	West Hartlepool..	1899	Steel.
Manchester Exchange...	360	48	30	2,649	4,091	6,569	2	Nil.	374	10	West Hartlepool..	1901	Steel.
Manchester Corporation.	430	48	34	3,467	5,400	7,848	10	Nil	541	12	West Hartlepool..	1899	Steel.
Manchester Commerce ..	430	48	34	3,444	5,363	7,848	10	10,000	541	12	West Hartlepool .	1899	Steel.

Distances.

The distance from Manchester to Montreal is 3,050 miles: from Manchester to St. John, 2,820 miles.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.	FREIGHT CARRIED.		Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid
			Weight.	Measure- ment.			
			Tons.	Tons.			
1907	25	110	122,152	.....	Not stated.	Not stated.	\$35,000 00
1908	30	Nil.	112,794	59,908	6,678	Nil.	\$35,000 00
1909	40	54	474,042	59,190	9,525	Nil	\$34,781 25
1910	42	91	181,972	27,673	4,122	Nil	\$35,000 00
1911	42 1/2	In Out	59 18	59,281 145,243	36 3,660	Nil	\$35,000 00
		Total	77	204,524	50,990	3,696	

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193.

MULGRAVE AND CANSO.

HUGH CANN & SON.

Contract No. 53.

Vote 193.—Steam service between Mulgrave and Canso.

1911-12..	\$6,000
1912-13..	\$6,000

This service is performed by Messrs. Hugh Cann & Son, of Yarmouth, N.S., under terms of contract bearing date January 30, 1911, and which will expire on March 31, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of service—Ports of call.

1. The contractors having, on or before the first day of the month of April next previous to the date of these presents, placed their steamer, the *John L. Cann*, of 81 tons net register, on a route between Port Mulgrave and Canso, in the province of Nova Scotia, and having from the said date carried on and maintained, will during the further continuance of this contract continue to carry on and maintain, by means of the said steamer, or such other steamer as may be approved by the minister, a regular daily service both ways (Sundays excepted) between the said ports.

Termination of contract—Withdrawal of steamer for repairs.

2. The said service to be continued until the 31st day of March, in the year 1912, unless sooner terminated under the provisions of section 21, or unless continued for another year from such date at the option of the minister; it being understood and agreed that the contractors shall have the privilege of withdrawing the said steamer one month during each year for repairs, painting and cleaning; during such withdrawal the service shall be run on alternate days by the steamer *Malcolm Cann* or other steamer approved by the minister.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Wind and Ice.

4. It is also understood and agreed that in the event of any trip or trips being missed owing to its being impossible to perform the same on account of wind or ice, upon satisfactory evidence to that effect being furnished to the minister, he may direct that no deduction shall be made from the subsidy otherwise payable for the trips so missed.

New Steamship.

5. It is further understood and agreed that at the earliest date possible the contractors will place a new steamship now building on the route hereinbefore defined,

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which steamship shall be 124 feet long, 25 feet wide and 9 feet deep, and will have a minimum underdeck capacity of 1,000 barrels, with improved passenger accommodation, and fitted with electric lights and having a speed of not less than 12 knots an hour, and also have adequate cool air accommodation for fish; the said new steamship to perform the contract hereinbefore stipulated.

Subsidy: \$4,000 per annum.

6. ‘Subsidy is payable at the rate of \$4,000 per annum, in quarterly instalments of \$1,000 on the first days of each of the months of July, October and January, and the balance of \$1,000 on the completion of the year’s service as heretn defined.

Provided, however, that from and after the date of the placing of the new steamship upon the route, as set forth in clause 5, the subsidy shall be at the rate of \$6,000 per annum, payable in quarterly instalments or such proportion as may have been earned at the rate of \$6,000 at the close of the months hereinbefore referred to.

‘Provided further, however, that one quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Inter-colonial railway at Mulgrave for both eastbound and westbound traffic in the summer season and westbound traffic in the winter season in sufficient time to permit of the transfer of passengers, mails and express shipments, but such penalty shall not be inflicted when the contractors are able to satisfy the minister that the connection has been missed owing to ice, fog or snowstorms.

Carriage of Mails.

Clause 9 of the contract provides for the carriage of mails.

Description of Vessel Employed.

NAME.	DIMENSIONS.			TONNAGE			PASSENGER ACCOM- MODATION.	N. H. P.	Speed knots.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Cubic city.				At.	In.	Of.
	Ft.	Ft.	Ft.									
John L. Cann.....	97 8	19 8	9 0	77	166	Not stated	94	34	9½	Yarmouth, N. S.	1891	Wood
Robert G. Cann....	119	24 6	9 4	111	265	Not stated	100	42	11	Shelburne, N. S.	1911	Wood

Distance.

The distance between Canso and Mulgrave is 24 miles.

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TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid.
1907.....	*280	2,535	2,665	Not stated.	Not stated.	\$ 2,000
1908.....	286	2,849	2,332	Nil.	777	4,000
1909.....	278	2,794	2,639	Nil.	1905	4,000
1910.....	282	3,148	3,095	Nil.	2,128	4,000
1911.....	334	In 1,654 Out 1,716 Total 3,370	1,535 3,112 4,647	Nil.	1,889	4,256 41

*Estimated.

194.

PORT MULGRAVE, ST. PETERS, IRISH COVE AND MARBLE MOUNTAIN.

RICHMOND STEAMSHIP COMPANY.

Contract No. 26.

Vote 194.—Steam service from the opening to the closing of navigation in 1912, between Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain, and other ports on the Bras d'Or Lakes.

1911-12..	\$6,000
1912-13..	\$6,000

This service was performed by the Richmond Steamship Company of Sydney, N.S., under terms of a contract bearing date June 7, 1911, which expired on the close of navigation, 1911. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract—Ports of Call.

1. The contractors having at the earliest opening of navigation in the present year, that is to say, as soon as the ice did permit of the running of the steamer over the routes hereinafter specified, placed their steamer, the *Richmond*, on such routes, and have from time to time carried on and maintained and will continue to carry on and maintain by means of the said steamer or such other steamer as may be approved by the minister, until the close of navigation in the present year, that is to say, until the ice will not permit of the running of the steamer over the said route, the following service, viz.: Two full round trips each week between Port Mulgrave, Poulamond, Grandique, St. Peter's, Johnstons Harbour, Irish Cove and Grand Narrows,

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all situate on or contiguous to the waters of the Straits of Canso and the Great Bras d'Or Lake, and four full round trips each week between Grand Narrows and Marble Mountain, two of which each week to extend to West Bay, all situate on or contiguous to the Great Bras d'Or Lake.

Termination of Contract.

2. This contract shall remain in force until the closing of navigation in the year 1911.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when possible.

Subsidy: \$6,000 per annum.

4. A subsidy of six thousand dollars (\$6,000) per annum is payable as follows:—
In each year during the continuance of this contract, on the first day of July, the sum of one thousand five hundred dollars (\$1,500); on the first day of October, one thousand five hundred dollars (\$1,500); on the first day of December, one thousand five hundred dollars (\$1,500); and the balance of one thousand five hundred dollars (\$1,500) on the completion of the season's services as herein contracted to be performed.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			No. of passengers carried.	N. H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Richmond J.	112.5	18	8.25	105	162	75	100	21	9	Sydney...	1905	Wood

Distances.

	Miles.
Grand Narrows to Marble Mountain..	18
" West Bay..	31
" Irish Cove..	11.
" Johnston's Harbour..	19
" St. Peter's..	31
" Grandique..	44
" Mulgrave..	65

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TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock Carried.	Mails.	Subsidy Paid.
1907.. ..	.....	1,320	650	Not stated.	Not stated.	\$6,000
1908.....	145	2,100	772	Nil.	Nil.	6,000
1909.. ..	153	2,200	554	Nil.	Nil.	6,000
1910. . .	156	2,200	425	Nil.	Nil.	6,000
1911.. ..	204	In 1,070 Out 900	335 180	6 Nil.	Nil.	6,000
		Total 1,970	515	6		

195.

MULGRAVE AND GUYSBORO'.

HUGH CANN & SON.

Contract No. 54.

Vote 195.—Steam service between Mulgrave and Guysboro', calling at intermediate ports.

1911-12..	\$6,000
1912-13..	\$6,000

This service is performed by Messrs. Hugh Cann & Son, of Yarmouth, N.S., under terms of a contract bearing date February 14, 1911, and which expires March 31, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of service—Ports of call.

1. 'The contractors will on or before the first day of April next following the date of these presents, place their steamer the *Malcolm Cann* of 78 tons net register, on a route between Port Mulgrave and Guysboro', in the province of Nova Scotia; and will from the said date carry on and maintain by means of the said steamer or such other steamer as may be approved by the minister, a regular daily service both ways (Sundays excepted) between the said ports, calling each day one way at Queensport, and extending the trips three times each week, during the season of open navigation, to the port of Boylston.

Termination of service—Withdrawal of steamer for repairs.

'The said service to be continued until the 31st day of March in the year 1912, unless sooner terminated under the provisions of section 19; it being understood and

agreed that the contractors shall have the privilege of withdrawing the said steamer or one month during each year for repairs, painting and cleaning; during such withdrawal the service shall be run on alternate days by the steamer *John L. Cann* or other steamer approved by the minister.

Changes in service.

2. The minister may authorize any change or changes in the services as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

3. It is also understood and agreed that in the event of any trip or trips being missed owing to its being impossible to perform the same on account of wind or ice, upon satisfactory evidence to that effect being furnished to the minister, he may direct that no deduction shall be made from the subsidy otherwise payable for the trip so missed.

Subsidy: \$5,000 per annum.

5. The subsidy is at the rate of \$5,000 per annum, payable in quarterly instalments of \$1,250 upon the first days of July, October and January, and upon the completion of one year's service.

(a) It is further provided that one quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial railway at Mulgrave for both eastbound and westbound traffic in the summer season and westbound traffic in the winter season in sufficient time to permit of the transfer of passengers, mails and express shipments, but such penalty shall not be inflicted when the contractors are able to satisfy the minister that the connection has been missed owing to ice, fog or snowstorms.

(b) It is further provided that the sum of \$1,000 shall be paid to the contractors in the event of their placing on the said route and on the Canso-Mulgrave route as stipulated in the contract dated the 30th day of January, 1911, a substitute boat subject to the approval of the minister other than the *Malcolm Cann* or the *John L. Cann*, when these two steamships are taken off the respective routes for repairs as stipulated in the respective contracts.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

Distances.

The distance between terminal points is given as follows: Guysboro' to Mulgrave, 29½ miles; Guysboro' to Boylston, 5 miles.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation	N. H. P.	Speed Knots.	BUILT.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net.	Gross.	Capacity.				At.	In.	Of.
Malcolm Cann.	112	20.1	10.8	78	212	Not stated	86	53	11	Lockeport, N.S.	1898	Wood
Latour	97.3	20.7	7.8	99	154	Not stated	40	30	9½	Yarmouth N.S.	1888	Wood

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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907..	* 270	3,202	783	Not stated.	Not stated.	82,500
1908.....	265	3,099	1,576	32	581	5,000
1909	279	3,129	1,166	Nil.	980	4,000
1910.....	324	3,509	1,449	Nil.	981	5,000
1911.....	292	In 1,820 Out 2,261	935 444	Nil.	1,145	5,403 84
		Total 4,081	1,379			

* Estimated

196.

MULGRAVE AND CHETICAMP.

WILLIAM G. LESLIE.

Contract No. 58.

Vote 190.—Steam service between Mulgrave and Cheticamp.

1911-12..	\$5,000
1912-13..	\$5,000

This service is performed by William G. Leslie, of Grindstone, Magdalen Islands, under terms of a contract bearing date March 25, 1911, which expired on the close of navigation in that year. The principal provisions, aside from those common to all contracts, were as follows:—

Frequency of Service.

1. ‘ That on the opening of navigation in the present year, that is to say, as soon as the ice will permit of the running of a steamer over the route hereinafter defined, the contractors will place their steamer, the *Magdalen*, a vessel of 135 tons gross register, with such ample accommodation for both passengers and freight as is required for the service, on a route between Port Mulgrave and Cheticamp, both in the province of Nova Scotia, and will establish and maintain during the continuance of this contract, a regular semi-weekly service between such terminal ports, calling on all trips both ways at Port Hawkesbury, Port Hastings, Port Hood, Inverness, Margaree and Grand Etang, the aforesaid semi-weekly trips to leave Port Mulgrave on Mondays and Thursdays, and commencing first of October, an extra trip per week to Port Hood, when necessary, to meet the requirements of the fresh fish trade.

Termination of Contract.

2. 'The service as aforesaid to continue regularly and uninterruptedly until the closing of navigation in the autumn or winter next following the date of these presents, that is to say, until the ice will not permit of the running of a steamer over the route named, at which time this contract shall terminate unless sooner terminated under the provisions of section 19 hereof.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$5,000.

The subsidy is at the rate of five thousand dollars (\$5,000) per annum, payable as follows, viz.:—

'During the month of July next one thousand dollars (\$1,000), or so much thereof as may have been earned on the 30th day of June next following the date of these presents; two thousand dollars (\$2,000) on the first day of October next following the date of these presents; and the balance of two thousand dollars (\$2,000) on the completion of the service at the close of navigation.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.		N.H.P.	Speed Knots.	BUILT.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net.	Gross.	Capa city.	1st class.	2nd class.			At.	In.	Of.
Magdalen..	98.6	21.6	8.8	91	134	150	10	8	28	10	Shelburne N.S.	1906	Wood

Distances.

	Miles.
Mulgrave to Hawkesbury..	1½
Hawkesbury to Hastings..	4
Hastings to Port Hood..	26
Port Hood to Inverness..	18
Inverness to Margaree..	13
Margaree to Grand Etang..	9
Grand Etang to Cheticamp..	8½
	80
Mulgrave to Pleasant Bay..	100
“ Pollette Cove..	106½

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TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid
1907.	54	435	1,223	Not stated.	Not stated.	84,500
1908.	65½	1,097	1,111	348	Nil	5,000
1909.	63	651	979	137	Nil.	5,000
1910.	68	921	1,822	305	Nil.	5,000
1911.	59	In 270 Out 271 Total 521	1,169 1,898 3,067	827 4 831	Nil.	5,000

197.

NEWCASTLE, NEGUAC AND ESCUMINAC, MIRAMICHI RIVER AND MIRAMICHI BAY.

MIRAMICHI STEAM NAVIGATION COMPANY, LIMITED.

Contract No. 49.

Vole 197.—Steam service between Newcastle, Neguac and Escuminac, calling at all intermediate points on the Miramichi River and Miramichi Bay.

1911-12..	\$2,500
1912-13..	\$2,500

This service is performed by the Miramichi Steam Navigation Company, Limited, of Chatham, N.B., under terms of a contract bearing date January 21, 1911, and which expired on the close of navigation in 1911. The principal provisions aside from those common to all contracts were as follows:—

Ports of Call—Frequency of Service.

1. 'The contractors, being the owners of and having control of the steamer *Alexandra*, of 201 tons register, will, upon the opening of navigation in the current year, that is to say, as soon as the ice will permit of the running of a steamer over the route hereinafter named, place the same on a route between Newcastle, Chatham, Loggieville, Escuminac, Neguac and other ports or places, all in the province of New Brunswick, and will establish and continue to maintain a regular daily service as hereinafter defined until the close of navigation during the current year on the Miramichi river and bay, that is to say, until the ice will not permit of the running of a steamer on such river and bay; such service to be run on Mondays.

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Wednesdays and Fridays from Newcastle aforesaid, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Church Point, Escuminac, Neguac and Mills Point Wharf, and on alternate days, that is to say on Tuesdays, Thursdays and Saturdays from Newcastle to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Bay du Vin, Church Point and Neguac, it being understood and agreed that the calls at Lower Newcastle and Mills Point wharf shall be conditional upon the completion of wharf at the respective points.

Termination of Contract.

2. This contract shall continue in force and effect, unless sooner terminated under the provisions of section 18 hereof, until the close of navigation in the autumn or winter in the present year, when it shall cease and determine.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable, and when such wharfs are available.

Subsidy: \$2,500 per Season.

The subsidy is \$2,500 for the season's service payable in two equal instalments, one of \$1,250 on the first day of September next, and the balance of \$1,250 on the completion of the contract hereinbefore defined.

Carriage of Mails.

Clause 6 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N H P.	Speed.	BUILD.			
	Length	Breadth	Depth.	Net.	Gross.	Capacity.				At	In	Of	
	Ft.	Ft.	Ft.						Kts.				
Alexandra	97	24	5	9	136	200	50	400	38	10	Chatham.	1902	Wood.

Distances.

	Miles.
Newcastle to Chatham.	5
Chatham to Loggieville.	5
Loggieville to Oak Point.	7
Oak Point to Burnt Church.	9
Burnt Church to Bay du Vin.	10
Burnt Church to Escuminac.	13
Escuminac to Neguac.	17
	—
	66

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TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Sacks of Mail.	Subsidy Paid.
1907.....	170	2,000	1,500	Not given.	Not given.	\$1,500
1908.....	170	7,500	1,300	14	625	\$1,500
1909.....	162	7,050	1,475	34	702	\$2,000
1910.....	174	8,396	1,510	29	574	\$2,000
1911.	166	In 3,502	289	35	290	\$2,500
		Out 3,502	1,156	10	203	
		Total 7,004	1,445	45	493	

198.

PELEE ISLAND AND MAINLAND.

PELEE AND LAKE ERIE NAVIGATION COMPANY, LTD.

Contract No. 52.

Vote 198.—Steam service between Pelee Island and the mainland.

1911-12.. \$5,000

1912-13.. \$5,000

This service is performed by the Pelee and Lake Erie Navigation Company, Limited, of Pelee Island, under terms of a contract bearing date February 15, 1911, which will expire on March 31, 1912.

The principal provisions of the contract are as follows:—

Steamer.

1. The said contractors owning or having control of the steamer *Alfred Clarke*, a vessel of 147 tons net and 229 tons gross, with passenger accommodation for 300 persons, will place the said steamer on the route hereinafter described between Pelee Island in Lake Erie and the Mainland, on the first day of April in the year of these presents, and will continue and maintain the service hereinafter described until March 31, 1912, and will during all periods of closed navigation continue the service by land or other carriage as circumstances may require, and will carry mails twice per week during season of open navigation and once per week during season of closed navigation at such hours as may be appointed by the Postmaster General between the post offices of Pelee Island, Pelee Island South, Grove Avenue and Scudder and such post office on the mainland as may be designated by the Postmaster General.

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Ports of call and frequency of service.

2. The route and service hereinafore referred to shall consist of four round trips each week, weather permitting, between Pelee Island and Kingsville and Leamington, in the county of Essex and province of Ontario, and one additional round trip each week, weather permitting, between the said Pelee Island and the city of Windsor in the said county of Essex, and the said service shall be maintained and continued with the said steamer or some other steamers of like class, capacity and equipment approved by the minister.

Passenger and freight rates.

3. During the continuance of the said service the rates to be charged adult passengers shall be for the return trip between Pelee Island and Kingsville or Leamington or vice versa, one dollar (\$1); and for the return trip between Pelee Island and Windsor or vice versa, one dollar and fifty cents (\$1.50). The freight rates to be charged on the route to be as per schedule attached; such schedule, together with the passenger tariff, shall be posted in a conspicuous place, available to the public in the offices and agencies of the contractors.

Calls at Government Wharfs.

4. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Termination of contract.

4. This contract shall continue in force until the thirty-first day of March, 1912, unless sooner terminated under provisions of section twenty hereof.

Subsidy: \$5,000.

6. The subsidy is at the rate of \$5,000 per annum, payable as follows, viz.: on the last days of July and November respectively in the year of these presents, the sum of \$2,000, and on March 31, 1912, the sum of \$1,000; or such portions thereof as may be earned in each period so ending.

Mails.

Clause 8 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Kts.			
Alfred Clarke.....	110	22.2	8.6	147	220		270	11	10	Saugatuck, Mich.	1887	Wood.

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SCHEDULE OF FREIGHT RATES.

	Kingsville and Leamington.	Windsor.
	\$ cts.	\$ cts.
Grain and potatoes, per cwt., car lots	0 06	0 08
Single bags up to fifty, per cwt.	0 07	0 09
Fruit in baskets, per cwt.	0 20	0 20
Wine, per bbl.	0 50	0 50
Oil "	0 50	0 50
Salt and flour, per bbl	0 25	0 25
Minimum charge on one parcel.	0 15	0 15
Any one animal, horses or cattle.	1 50	1 50
Any two " " "	3 00	3 00
Any three " " "	4 50	4 50
Any additional animal over three.	1 25	1 25
Hogs and sheep up to ten, each.	0 40	0 40
" " over ten.	0 35	0 35
Groceries and hardware, per cwt.	0 15	0 15
Lumber, per M ft. up to 5 M ft.	2 00	2 00
After 5 M ft.	1 50	1 50
Shingles, per M.	0 25	0 25
Lath, per M.	0 35	0 35
Gristing, per bag, return.	0 10	0 10
Tobacco, per cwt.	0 20	0 20
Buggies, set up, each.	1 00	1 00
Buggies, crated, each.	1 50	1 50
Coal, per ton	1 00	1 00

Distances.

The distances on the route are given as follows:—

	Miles.
Kingsville to Leamington.	8
Leamington to Pelee Island.	16
Pelee Island to Windsor.	53
Total.	77

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run	Passengers. Number.	Freight. Tons.	Live Stock.	MAILS.		Subsidy Paid.
					Bags.	Sacks.	
1907.....		2,671	2,730	Nil.	Not	stated.	\$1,500
1908*, Jan. 1 to June 30..		624	5,540	150	150	117	375
1909.....		2,015	358	555	348	24	4,000
1910.....	180	5,602	† 2,718	1,231	1,016	215	4,000
1911.....	211	In 2,191	446	41	676	383	5,000
		Out 2,169	798	691	544	Nil.	
		Total 4,360	† 1,244	732	1,220	383	

* Service performed by T. J. Stockwell, Leamington, Ont. During the latter part of 1908 the Chatham Navigation Co. performed this service.

† 222 M. ft. lumber and 154 M. shingles were also carried.

‡ 279 M. ft. lumber were also carried.

199.

PETIT DE GRAT AND I.C.R. TERMINUS AT MULGRAVE.

HUGH CANN & SON.

Contract No. 20.

Vote 199.—*Steam service between Petit de Grat and Intercolonial Railway terminus at Mulgrave.*

1911-12..	\$5,000
1912-13..	\$5,000

This service is performed by Messrs. Hugh Cann & Son, of Yarmouth, N.S., under terms of a contract bearing date April 18, 1911, which expires on March 31, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of service and ports of call.

1. The contractors having on the first day of April last occurring before the date of these presents, placed the steamer *Percy Cann* on the Petit de Grat, Arichat and Mulgrave route, in the province of Nova Scotia, and having since that date and will therewith or with the assistance when necessary of a substitute steamer approved of by the minister, continue to perform a steamship service to consist of one full round trip each way daily (Sundays excepted), calling on all trips going and coming at Arichat and at West Arichat, and once each week at Correto's Factory, Cape Auget, on trips from Arichat to Mulgrave, such service to be regular and uninterrupted except as hereinafter provided during the continuance of this contract, that is to say, until the thirty-first day of the month of March, in the year 1912.

Removal of steamer for painting, &c.

2. It is further agreed and provided, that during such month as may be approved by the minister during the continuance of this contract, the contractors shall be allowed to remove the steamer performing this service for painting, cleaning, &c., and during such month the steamer performing the Canso-Mulgrave service shall, in lieu thereof, call at Arichat on each trip both going and coming.

Trips omitted on account of wind or ice.

3. Provided, however, in the event of any trip or trips being missed owing to its being impossible to perform the same on account of wind or ice, upon satisfactory evidence being furnished to the minister, he may direct that no deduction shall be made from the subsidy otherwise payable for the trips so missed, and clause 6 in this contract is hereby modified with this sole intent and meaning.

Termination of contract.

4. This contract shall cease and determine on the aforementioned thirty-first day of March, 1912, unless sooner terminated as hereinafter provided.

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Government Wharfs.

5. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$3,000 per annum.

6. Subsidy is payable at the rate of three thousand dollars (\$3,000) per annum, as follows:—

The sum of seven hundred and fifty dollars (\$750) during the current month of July; and a like sum of seven hundred and fifty dollars (\$750) during each of the months of October, January and April, thereafter occurring during the continuance of this contract.

Provided, however, that on and after the date on which the steamer *John L. Cann* is placed upon the route hereinbefore stipulated, and continues the said service in place of the *Percy Cann*, the subsidy shall be at the rate of \$5,000 per annum, payable in such instalments as may be earned thereafter in the months hereinbefore stated.

Carriage of mails.

Clause 9 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed—Knots.	BUILT.		
	Length	Breadth	Depth	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Percy Cann.	77	17 1	6 6	56	89	Not stated	40	13½	8	Meteghan N.S.	1892..	Wood.
John L. Cann. ...	97 8	19 8	9	77	166	Not stated	94	34	9½	Yarmouth N.S.	1891..	Wood.

Distances.

	Miles.
Petit de Grat to Arichat..	9
Arichat to West Arichat..	6
West Arichat to Mulgrave..	17
	—
	32

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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails, Sacks.	Subsidy Paid
1907.....	283	1,972	852	Not stated.	Not stated.	\$3,000
1908.....	275	1,950	800	Nil.	Nil.	3,000
1909....	253	1,989	874	5	570	3,000
1910...	305	1,978	726	Nil.	1,698	3,000
1911.....	264	In 1,216	729	Nil.	870	3,257 71
		Out 951	223		713	
		Total 2,167	952		1,583	

200.

PETITCODIAC RIVER, MONCTON, WAY PORTS, AND A PORT OR PORTS
IN THE COUNTY OF CUMBERLAND, N.S.

SHEPODY NAVIGATION CO., LTD.

Contract No. 47.

Note 200.—Steam service on the Petitcodiac River between Moncton and way ports, and a port or ports on the west coast of the County of Cumberland, in the Province of Nova Scotia.

1911-12..	\$2,000
1912-13..	\$2,000

This service is performed by the Shepody Navigation Company, Limited, of Moncton, N.B., under terms of a contract bearing date March 30, 1911. This contract expires on the close of navigation in 1911. The principal provisions, aside from these common to all contracts, are as follows:—

Period of contract

1. 'The contractors, having control of the steamer *Wilfrid C.* of a gross tonnage of ninety-nine tons, will place on the first day of April next following the date of these presents the said steamer on the route hereinafter described, and will maintain and continue to maintain the same in service during open navigation in the year 1911 on a route or routes between Moncton aforesaid and ports on the Pétitecodiac river and other ports hereinafter mentioned in the province of New Brunswick and in the province of Nova Scotia on the Bay of Fundy, and will continue to maintain in service on such route or routes said steamer or another of like class, capacity and equipment approved by the minister, during open navigation on such routes until the close of navigation in the present year, at which time this contract shall cease and determine unless sooner terminated in manner hereinafter provided.

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Frequency of Service—Ports of call.

2. 'The service hereinbefore referred to and contracted for shall consist of regular tri-weekly trips between Moncton and Hillsboro', Edgetts Landing and Hopewell Cape, weekly trips between Moncton and Hopewell Hill, Riverside and Harvey, N.B., and Joggins, N.S., such weekly trips to extend every second week to River Hebert and Shulee, N.S.

Government Wharfs.

3. 'In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$2,000 per annum.

The subsidy is at the rate of two thousand dollars (\$2,000) per annum, payable in sums of one thousand dollars (\$1,000) on the first day of July, 1910, and one thousand dollars (\$1,000) upon the close of navigation in the present year.

Mails.

The contract does not require steamers to carry mails.

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H.P.	Speed—Knots.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Wilfrid C.....	80	18	8	48	99	680 brls.	125	16	12	Yarmouth N.S.....	1897..	Wood.

Distances.

	Miles.
Moncton to Hillsboro'..	15
" Edgetts'..	18
" Hopewell..	21
" Hopewell Hill..	31
" Harvey..	32
" Riverside..	34
" Shulee..	37
" Joggins..	39
" R. Hebert..	51

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.. .. .	98†	1,445	2,786	Not stated.	Not stated.	*\$2,500
1908.....	98†	1,060	2,415	2	Nil.	\$1,000
1909.....	99	872	1,880	Nil.	Nil.	\$2,000
1910.....	98	1,705	1,905	Nil.	Nil.	\$2,000
1911.....		In 575 Out 429	386 440	Nil.	Nil.	\$2,000
		Total 1,004	826			

* Including part of subsidy for previous year. † Estimated.

201.

PICTOU AND CHETICAMP.

W. A. BEATTIE.

Contract No. 16.

Vote 201.—*Steam service from the opening to the closing of navigation in 1912 between Pictou and Cheticamp.*

1911-12..	\$2,000
1912-13..	2,000

This service is performed by Wm. A. Beattie, of Halifax, N.S., under terms of a contract entered into on March 6, 1911, which expired on the close of navigation, 1911.

Ports of Call.

A regular weekly service is run by the steamer *Electra* between Pictou and Cheticamp, calling on all trips both ways at Port Hood, Margaree Harbour, Eastern Harbour, Big Pond, and whenever required by the minister at Henry Island, Mabou Mouth, Inverness, Red Cape and Port Bain, as well as such other port or ports, place or places en route as the minister may from time to time direct; such service to continue until the close of navigation in 1911.

Amount of Subsidy \$2,000.

A subsidy of two thousand dollars (\$2,000) is payable as follows:—On the first day of July the sum of fifty-seven dollars (\$57) for each round trip which shall at the time have been fully performed; on the first day of October a further sum of fifty-seven dollars (\$57) for each round trip which shall have been performed previous

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to that date, excluding, however, payment for the round trip which had been fully performed at the time of the previous payment; and the balance of the subsidy then remaining payable shall be paid on the completion of the service contracted to be performed.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Carriage of Mails.

Clause 7 of the contract provides for the conveyance of mails.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed Knots	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capa. city.				At	In	Of
	Ft.	Ft.	Ft.									
Electra.....	85.9	16.9	8.2	78	107	110	39	25	10	Arcadia, N.S.	1887	Wood
Arcadia	68.0	16.7	6.4	42	62	70	30	17	8½	Yarmouth, N.S.	1884	Wood

The 'Electra' was wrecked on October 23, 1911.

Distances.

	Miles.
Pictou to Port Hood..	53
Port Hood to Mabou..	11
Mabou to Port Bain..	18
Port Bain to Inverness..	5
Inverness to Red Cape..	5
Red Cape to Margaree..	11
Margaree to Big Pond..	10
Big Pond to Cheticamp..	10
	123

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	TONS OF FREIGHT CARRIED.		Number of Live Stock.	Bags of Mail.	Subsidy Paid.
			Weight.	Measure-ment.			
			Tons.				\$
1907	24	181	670	.....	Not given.	Not given.	1,368
1908	31	282	1,857	776	248	Nil.	2,000
1909	32	198	1,289	.....	678	.....	2,000
1910	36	247	1,361	Nil.	927	Nil.	2,000
1911	26½	In 136	112	280	Nil.	Nil.	1,396 50
		Out 91	1,061	30			
		Total 227	1,173	310			

202.

PICTOU, MURRAY HARBOUR, GEORGETOWN AND MONTAGUE BRIDGE.

THREE RIVERS STEAMSHIP COMPANY.

Contract No. 19.

Vote 202.—*Steam service between Pictou, Murray Harbour, Georgetown and Montague Bridge.*

1911-12..	\$6,000
1912-13..	\$6,000

This service was performed by the Three Rivers Steamship Company of Charlottetown, P.E.I., under terms of a contract bearing date March 27, 1911, which expired on the close of navigation in 1911. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

1. The contractors will on the opening of navigation in the year of these presents, place their steamer the *Enterprise* on a route, and will maintain the service hereinafter described between Montague, in the province of Prince Edward Island, and Pictou, Port Hood, Port Mulgrave and Port Hawkesbury in the province of Nova Scotia, viz.: a regular service as follows:—
- (a) Two round trips each week sailing from Montague, calling at Georgetown and Murray Harbour in Prince Edward Island and Pictou in Nova Scotia, returning to Murray Harbour, Georgetown and Montague.

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(b) One round trip each week sailing from Montague, calling at Georgetown and Souris in Prince Edward Island, Port Hood, Port Hawkesbury and Port Mulgrave, all in Nova Scotia, the said trip to Port Hood to be performed weather permitting, such trips and such calls to be made regularly and uninterruptedly from the opening of navigation, 1911, until the close of navigation of the present year, that is to say, until the ice will no longer permit the vessel running on the said route.

Subsidy: \$6,000 per annum.

Subsidy is payable at the rate of six thousand dollars (\$6,000) per annum, as follows, that is to say:—

On each of the first days of July and September during the continuance of this contract two thousand dollars (\$2,000); on the close of navigation at the end of the current year, as hereinbefore defined, two thousand dollars (\$2,000).

Government Wharfs.

The contractors have agreed to call at government wharfs whenever possible.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.			At	In	Of
	Feet.	Feet.	Feet.								
Enterprise....	120	25	8.5	98	210	100	100	42	Shelburne, N.S.	1907	Wood

Speed, 11 knots.

Distances.

	Miles.
Montague to Georgetown..	6
Georgetown to Beach Point..	12
Beach Point to Murray River..	7
Murray River to Murray Harbour South..	7
Murray Harbour South to Pictou..	27
	59
Montague to Georgetown..	6
Georgetown to Souris..	20
Souris to Port Hood..	37
Port Hood to Hawkesbury..	26
Hawkesbury to Mulgrave..	2
	91

TRAFFIC RETURNS.

Calendar Year.	Number of round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid.
						\$
1907.....	76	1,320	2,464	Not stated.	Not stated.	2,400
1908	98	1,366	3,376	137	313	6,000
1909.....	101	1,533	3,410	826	290	6,000
1910.....	106	1,525	3,416	634	817	6,000
1911.....	96	In 771 Out 938	1,972 1,783	16 346	119 144	6,000
		Total 1,709	3,755	362	263	

203.

PRINCE RUPERT, B.C., AND QUEEN CHARLOTTE ISLANDS.

GRAND TRUNK PACIFIC RAILWAY.

Contract No. 61.

Vote 203.—*Steam service between Prince Rupert, B.C., and Queen Charlotte Islands.*

1911-12..	\$10,000
1912-13..	10,000

On October 21, 1909, a contract was entered into with the Grand Trunk Pacific Railway providing for a service from November 1, 1909, to March 31, 1915.

The principal provisions are:—

Service and Ports of Call.

1. The contractors will on the first day of November next following the date of these presents place such steamer or steamers as may be necessary to properly perform the service hereinafter specified, of such class, speed and equipment as may be satisfactory to the minister, and will from said date perform a service from the Mainland of British Columbia to Queen Charlotte Islands and return as hereinafter set forth.
2. The said service shall consist of not less than two round trips each month during the months of November, December, January, February and March from Prince Rupert, B.C., calling at Port Simpson, Naas Bay, Stewart, thence to Massett in Queen Charlotte Islands, Skidegate, Queen Charlotte City, Lockeport, Ikeda Bay, Jedway, Collinson Bay and Porcher Island, thence back to Prince Rupert; and during the remaining seven months of the year not less than four round trips each month upon the route as aforesaid.
3. This contract shall remain in force, unless sooner terminated under conditions hereinafter expressed, until the 31st day of March, 1915, and it is understood and agreed that the minister may authorize any change or changes in the above service as may not be inconsistent with the terms of the vote governing the payment of the subsidy therefor.

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Subsidy: \$200 per Round Trip.

Subsidy is payable at the rate of \$200 for each round trip performed, starting from and returning to Prince Rupert, payable in such instalments as may be due on the first day of February, May, August and November during each year of the continuance of this contract.

Carriage of Mails.

Clause 7 provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.									
Prince Albert...	232	30	13 5	586	1,015	900	188	167	10	Hull, Eng. ...	1892	Steel.
Prince John....	185	29 5	14	540	905	800	225	103	10	Bowling, Scotland	1910	Steel.

Distances.

	Miles.
Prince Rupert to Port Simpson..	38
Port Simpson to Naas Bay..	34
Naas Bay to Stewart..	68
Prince Rupert to Massett..	76
Massett to Skidegate..	96
Skidegate to Queen Charlotte City..	5
Queen Charlotte City to Lockeport..	76
Lockeport to Jedway..	44
Jedway to Ikeda Bay..	11
Ikeda Bay to Collinson Bay..	3
Collinson Bay to Porcher Island..	117
Porcher Island to Prince Rupert..	20
	588

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Passengers Carried.	FREIGHT.		Live Stock.	MAILS.		Subsidy Paid.
			Tons Weight.	Tons Measurement.		Lock Bags.	Tied Sacks.	
Nov. to Dec. 31, 1909....	2	61	346	57	Nil.	39	21	\$400
1910	39	3,097	2,089	2,674	4	1,000	599	\$7,800
1911.....	33	In...2,053	974	611 M	Nil.	383	264	\$6,600
Feb.1 to Oct.31		Out..2,654	641	2 M	1	826	567	
Total		4,707	1,615	613 M	1	1,209	831	

Claims for the whole of 1911 have not yet been received.

204.

PRINCE EDWARD ISLAND, CAPE BRETON AND NEWFOUNDLAND.

DOMINION COAL COMPANY, LIMITED.

Contract No. 36.

Vote 204.—Steam service between Prince Edward Island and Cape Breton and Newfoundland.

1911-12..	\$12,000
1912-13..	\$12,000

This service is performed by the Dominion Coal Company, Limited, of Glace Bay, C.B., under terms of a contract bearing date January 14, 1911, and which expired on the close of navigation in 1911. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service—Ports of call.

1. The contractors having control of the steamer *Rosalind* with speed of 12 knots and of 3,000 gross tons register equipped with Marconi system of wireless telegraphy and electric lights and bells, and with adequate passenger accommodation will place the said steamship or other steamships as may be approved by the Minister on the opening of navigation in the present year on a route between Montreal, in the province of Quebec, and St. John's, in Newfoundland, and will maintain thereafter the said steamship or other steamships on the said route until the closing of navigation in the autumn next succeeding the date of these presents and perform a regular service from Charlottetown, in the province of Prince Edward Island, to St. John's, Newfoundland, aforesaid, as follows:—

(a) During the months of June, July, August and September the steamship *Rosalind* shall be employed in the performance of this contract, and during the said months the sailings from Charlottetown shall be every seven days, fog and general weather conditions permitting.

(b) During the remaining months of the season of navigation such other steamship shall be employed as may be approved by the Minister, and the sailings from Charlottetown during such months shall be every ten days.

(c) Calls shall be made throughout the season as follows:—

On all Eastbound trips from Montreal at Summerside and Charlottetown in the said Province of Prince Edward Island and at North Sydney and Sydney in the Province of Nova Scotia, and upon all Westbound trips at Sydney, N.S.

It being understood and agreed that on Eastbound voyages calls shall be made at Summerside, Souris and North Sydney, should there be sufficient depth of water and also there being a reasonable number of passengers or quantity of cargo offering.

Subsidy: \$12,000 per annum.

4. The subsidy is twelve thousand dollars (\$12,000) payable as follows, that is to say:—On the first day of each of the months of July and September occurring during the continuance of this contract, the sum of \$4,000 and on the completion of the service as hereinbefore defined the further sum of \$4,000.

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Government Wharfs.

Clause 2 provides for calls at all Government wharfs, when ever possible.

Carriage of mails.

Clause 6 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			N. H. P.	Speed Knots.	PASSENGER ACCOMMO- DATION.		Refrigerator space.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capac- ity.			1st Class.	2nd Class.		At	In	Of
	Feet.	Feet.	Feet.											
Bonavista .	240	35.5	18.3	837	1,306	1,600	160	10½	40	30	Nil	Low		
Cacouna...	250	35.4	16.4	931	1,451	1,950	142	9½	Nil	Nil	Nil	Walker. 1884	Iron.	
Rosalind...	300	41	21.5	1,634	2,568	3,000	319	11	100	45	Nil.	New- castle... 1884	Iron.	
												New- castle... 1890	Steel.	

Distances.

	Miles.
Montreal to Charlottetown.....	750
Charlottetown to Sydney.....	220
Sydney to St. John's.....	400
	<hr/>
	1370
	<hr/>

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Subsidy Paid
1907.....	10	830	7,745	Not stated.	\$8,000
1908.....	9	482	6,864	1,219	8,000
1909.....	12	535	11,321	1,415	8,000
1910.....	12	417	10,251	2,052	8,000
1911.....	32	In 704 Out 1,453	1,493 35,790	2 2,812	12,000
		Total 2,157	37,283	2,814	

205.

PRINCE EDWARD ISLAND AND GREAT BRITAIN.

MANCHESTER LINERS, LTD.

Contract No. 64.

Vote 205.—Steam service between Prince Edward Island and Great Britain.

1911-12..	\$7,500
1912-13..	\$7,500

This service is performed by the Manchester Liners, Limited, of Manchester, England, under terms of a contract dated February 10, 1911, which expired on December 31, 1911.

The principal provisions of the contract are as follows:—

Sailings.

1. The Contractors being the owners of the steamer *Manchester Trader* of 3,318 tons gross register, guaranteed fitted and provided with adequate cold storage and with forced ventilation fans both forward and aft, and the steamships *Manchester Shipper* and *Manchester Spinner* both of which are fitted with forced ventilation, will place the said steamships or other steamships as may be approved from time to time by the Minister on the route between the city of Charlottetown, P.E.I., and the city of Manchester, England, and will make with each of the said three steamships one trip from the said city of Charlottetown to Manchester, the said steamships sailing from Charlottetown on or about the following dates during the present year, viz.: *Manchester Shipper* sailing September 27; *Manchester Trader* sailing October 25; and *Manchester Spinner* sailing November 26.

Cold Storage.

2. It is understood and agreed that the ventilating fans hereinbefore provided for must be continuously operated on the voyages hereinbefore stipulated, as well as while cargo is being loaded for such voyages, and the cold storage plant on the *Manchester Trader* must also be continuously operated whenever there is cargo in the cold storage compartments.

Calls at other ports.

3. It is understood and agreed that the said steamer or steamers may call at other Canadian ports on each or any of the voyages run, conditioned however that Charlottetown shall in all cases be the last port of departure direct for Manchester, and that the steamer shall not on any east-bound voyage call anywhere between Charlottetown and Great Britain.

Freight rates.

4. It is understood and agreed, and is a condition precedent to the payment of the subsidy hereinafter provided, or any portion thereof, that the rates to be charged on any freights carried between the said terminal ports of Charlottetown and Man-

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Chester shall in no case be greater than the rates current at the time on the same freights from Montreal to Manchester.

Subsidy: \$7,500.

Clause 5 provides for a subsidy of \$7,500, payable only on the full completion of the service herein contracted to be performed; it being understood and agreed that in case of the failure on the part of the contractors to run the full three trips there shall be no payment of the subsidy or any portion thereof. The steamers are required to sail from Charlottetown within 6 days of the date fixed by the time-tables.

Mails.

Clause 9 of the contract provides for the carriage of mails.

Description of vessels employed.

NAME.	DIMENSIONS.			TONNAGE.			Passenger accommoda- tion.	Refrigerator space.	N. H. P.	Speed - Knots.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.					At	In	Of
	Feet.	Feet.	Feet.					c. ft.					
Manchester Trader.	340	421 7	27	2,136	3,318	4,465	3	2,500	354 11		London- derry.	1890	Steel.
Manchester Shipper.	370	48	26 3	2,542	4,038	6,951	9	Nil.	379 11		West Hartlepo'l	1900	Steel.
Manchester Spinner.	360	48	20 2	2,760	4,227	7,158	Nil.	Nil.	372 11		Howdon- on-Tyne.	1903	Steel.

Distances.

The distance from Charlottetown, P.E.I., to Manchester is 2,476 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Trips Run.	Passengers Carried.	FREIGHT CARRIED.		Live Stock.	Mails.	Subsidy Paid.
			Weight.	Measure- ment.			
		No.	Tons.	Tons.			\$
1910....	3	Nil.	941	18	126	Nil.	7,500
1911....	3	2	520	....	96	Nil.	7,500

This is an outward service only.

206.

PRINCE EDWARD ISLAND AND THE MAINLAND.

CHARLOTTETOWN STEAM NAVIGATION COMPANY.

Contract No. 13.

*Vote 206.— Steam service from the opening to the closing of navigation in 1912.
between Prince Edward Island and the mainland.*

1911-12... ..	\$12,500
1912-13... ..	\$12,500

This service is performed by the Charlottetown Steam Navigation Company, Limited, under terms of a contract dated March 23, 1910, which expires on December 31, 1916. The principal provisions, aside from those common to all contracts, are as follows:—

Daily Service.

1. The contractors at the earliest opening of navigation in the year 1911, over the routes hereafter named, that is to say, in the early part of the said year, whenever or as soon as the ice will permit of the running of steamers of British register between Charlottetown, in the province of Prince Edward Island, and Pictou, in the province of Nova Scotia, and between Summerside, in the province of Prince Edward Island, and Pointe du Chêne, in the province of New Brunswick, will place their steamers the *Empress*, of 612 net and 1,342 gross tons with a speed capacity of 16½ knots, and the *Northumberland*, of 1,255 tons gross register, with a speed capacity of sixteen knots per hour—on the said routes, and will therewith or with such other steamers as may be approved by the minister carry on and maintain during the continuance of this contract a daily service between the hereinbefore named ports or places, making one full round trip each day (Sundays excepted) from Charlottetown to Pictou and return to Charlottetown; and one full round trip each day (Sundays excepted) from Summerside to Pointe du Chêne and return to Summerside or vice versa as the minister may direct; the hours of departure and arrival of the said steamers from and at each of the points or places hereinbefore named being at all times subject to the approval of the minister, who may at any time alter the same by giving notice thereof to the contractors; provided always that a reasonable time be allowed for the transfer of freight to and from the railways.

Cold Storage.

It is understood and agreed that the steamers employed in the performance of this contract shall each be fitted with and shall operate such cold storage appliances and accommodation as the minister may from time to time deem necessary or require.

Duration of Service.

2. Such service as aforesaid shall be performed regularly and uninterruptedly during the season and until the closing of navigation each winter during the continuance of the contract, that is to say, each season until the ice will not permit of the running of steamers over the routes named or either of them.

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Subsidy: \$12,500 per annum.

3. The subsidy is twelve thousand five hundred dollars (\$12,500) per annum, which subsidy shall be payable as follows, that is to say:

On the first day of July next following the date of these presents, the sum of three thousand five hundred dollars (\$3,500).

On the first day of October ensuing, the sum of five thousand dollars (\$5,000), and at the close of navigation for the season hereinbefore defined, the balance payable of four thousand dollars (\$4,000); and so in like manner each year during the continuance of this contract.

Period of Contract.

4. This contract shall, unless sooner terminated in manner as hereinafter provided, remain in force and have effect until the thirty-first day of December, 1916, or until such time thereafter as the ice will not permit of the running of the steamers over the routes hereinbefore defined. It is, however, further provided and agreed that either of the parties of this contract shall have the right of terminating the same at any time during the continuance thereof by giving six months' notice in writing to the other party to that effect, and in case this contract is so terminated the Crown shall not be held liable to damages.

Change in route.

7. Notwithstanding any provision in this contract, it is further understood and agreed that should the Minister at any time during the continuance of this contract so decide, and the proper facilities be provided, the route known herein as the Charlottetown-Pictou route shall be changed to the Charlottetown-Brulé route, and the services performed between the latter two ports in the same manner as stipulated in this contract for the Charlottetown-Pictou route.

Carriage of Mails.

Clause 9 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Space.	N. H. P.	Speed	BUILT		
	Length	Breadth	Depth.	Net.	Gross.	Capacity.					At	In	On
	Ft.	Ft.	Ft.				1st Cl's.	Cu. Ft.		K'ts			
<i>On Charlottetown and Pictou Route:—</i>													
Northumberland.....	225	33	20	519	1,255	500	585	Nil	350	15	Newcastle on-Tyne.	1891	Steel.
<i>On Summerside and Point du Chene Route:—</i>													
Empress.....	235	34	20	612	1,342	650	707	Nil.	365	16½	Newcastle on-Tyne.	1906	Steel.

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Distances.

	Miles
Charlottetown to Pietou.	52
Summerside to Pointe du Chêne.	40

TRAFFIC RETURNS.

CHARLOTTETOWN AND PIETOU SERVICE.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
1907.	177	8,862	16,247	Not stated.	Not stated.		\$12,500—for both services.
					Lock Bags.	Tied Sacks.	
1908.	208	11,104	18,258	2,287	2,357	2,255	\$12,500—for both services.
1909.	217	9,733	20,939	3,008	2,251	2,154	\$12,500—for both services.
1910. . .	219	11,282	18,410	4,878	2,309	2,052	\$12,500—for both services.
1911.	207	In 5,318	10,227	295	995	917	\$12,500—for both services.
		Out 5,323	8,072	2,226	935	458	
		Total 10,641	18,299	2,521	1,930	1,375	

SUMMERSIDE AND POINT DU CHÊNE SERVICE.

1907	199	29,135	20,317	Not Stated.	Not stated.		See above.
					Lock Bags.	Tied Sacks.	
1908.	198	29,240	16,721	14,765	2,694	19,361	
1909.	210	30,653	23,799	15,321	2,683	23,502	
1910.	222	31,649	19,421	13,887	3,097	28,704	
1911. . .	212	In 14,962	8,402	81	2,115	25,667	
		Out 16,826	12,634	7,361	1,346	7,471	
		Total 31,788	21,036	7,442	3,491	33,138	

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207.

QUEBEC AND BLANC SABLON.

HOLLIDAY BROS.

Contract No. 35.

Vote 207.— Steam service during the year 1912 between Quebec and Blanc Sablon calling at ports and places along the northern shore of the River St. Lawrence between such terminals.

1911-12..	\$20,000
1912-13..	\$20,000

This service was performed by Messrs. Holliday Bros., of Quebec, under terms of a contract bearing date September 10, 1911, and which will expire on the close of navigation in the year 1914. The principal provisions, aside from those common to all contracts, were as follows:—

1. 'The contractors shall on the opening of navigation on the River St. Lawrence, in the spring of the year next following the date of these presents, that is to say, as soon as the ice will permit of the running of a boat over the said route, place a steamer or steamers subject to the approval of the Minister, on the route between Quebec and Natashquan, on the north shore of the River St. Lawrence; and will, with such steamer or steamers as may at all times be approved by the Minister, continue to carry on and maintain a regular weekly service during each month of the remaining season of open navigation on the River St. Lawrence, and so in like manner during each year of the continuance of this contract, in manner as follows:—

Ports of Call.

* From Quebec to Esquimaux Point weekly voyages, calling both ways on all trips at Les Escoumins, Manicouagan, Godbout, Point des Monts, Trinity Bay, Seven Islands, Moisie, Sheldrake, Thunder River, Magpie, River St. John, Long Point and Mingan; three of such trips each month to be extended during each season to Natashquan, with a further extension of two trips each month to Harrington, calling at way ports between Natashquan and Harrington, and in addition extending one trip each season to Blanc Sablon, also calling at intermediate ports.

(a) It being also understood and agreed that the first trip each spring to Esquimaux Point shall be extended to Natashquan.

(b) It is also understood and agreed that the calls at Les Escoumins shall be made whenever weather conditions and tide will permit, or when there are freight and passengers to land or embark at that place.

Termination of Contract.

2. 'This contract shall remain in force to the close of navigation in the year 1914.

Accommodation.

3. The steamers engaged upon the service hereinbefore stipulated shall be fitted with reasonable cold storage accommodation and with passenger accommodation for

thirty saloon and fifty steerage passengers, and with a carrying capacity of not less than 1,200 barrels and be lighted with electricity and classed A 1 Lloyds.

Subsidy: \$20,000 per annum.

4. The subsidy is twenty thousand dollars (\$20,000) per annum, payable as follows, viz.: In each year during the continuance of the contract the sum of six thousand dollars (\$6,000) on the first day of July; six thousand dollars (\$6,000) on the first day of October; and the balance of eight thousand dollars (\$8,000) on the closing of navigation as hereinbefore defined.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

Description of Vessels Employed.

NAME.	DIMENSIONS			TONNAGE		SPEED		BUILD		
	Length	Breadth	Depth	Net.	Gross.	H. Kts.	F. Kts.	At	In	Of
	Feet.	Feet.	Feet.				Kts.			
Arammore	241.5	34.8	15.7	500	1,170	260		Dundee	1890	Iron
General Wolfe	205.7	29.2	14.5	386	775	166		Newcastle-on-Tyne	1891	Steel.

The "General Wolfe" was wrecked on June 28, 1911.

Distances.

	Miles.
Quebec to Manicouagan	212
Manicouagan to Godbout	31
Godbout to Pt. des Monts	9
Pt. des Monts to Trinity Bay	6
Trinity Bay to Egg Island	15
Egg Island to Pentecost	11
Pentecost to Seven Islands	39
Seven Islands to Moisie	15
Moisie to Sheldrake	44
Sheldrake to Thunder River	4
Thunder River to Magpie	12
Magpie to St. John's River	6
St. John's River to Long Point	9
Long Point to Mingan	5
Mingan to Esquimaux Point	18
Esquimaux Point to Natashquan	74
Natashquan to Harrington	130
Harrington to Blanc Sablon	120
	760

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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
1907..	32	2,503	24,000	Not stated.	Not stated.		\$ 20,000
					Lock Bags.	Tied Sacks.	
1908	35	2,695	10,180	22	1,693	1,448	20,000
1909	35	2,359	4,970	110	1,589	913	20,000
1910	30	2,996	8,600	179	1,389	1,138	20,000
1911	19	In 910 Out 893	1,530 2,130	18 80	291 379	428 428	13,666 67
		Total 1,803	3,660	98	670	856	

208.

QUEBEC AND GASPE BASIN.

BOUCHARD BROS.

Contract No. 21.

Vote 208.—Steam service between Quebec and Gaspé Basin, touching at intermediate ports.

1911-12..	\$8,500
1912-13..	\$8,500

This service is performed by Messrs. Bouchard Bros., of Quebec, under terms of a contract bearing date the 27th January, 1909, which will expire on the close of navigation in 1913. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service—Ports of Call.

1 .The contractors will on the opening of navigation on the River St. Lawrence in the spring of the present year, that is to say, as soon as the ice will permit of the running of a boat over the following route, place their steamer, the *Restigouche*, of 945 and 463 gross and net tons, respectively, on the route between Quebec and Gaspé Basin, and will during the season of open navigation on the River St. Lawrence, that is to say, as long as the ice will permit of the running of a boat over the said route in each year during the continuance of this contract, carry on and maintain by means of the said steamer or by means of another of the same class acceptable to the Minister,

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a regular service of two full round trips each month between Quebec and Gaspé Basin, calling both ways, weather and water permitting, at Matane, Cape Chatte, St. Anne des Monts, Mont Louis, Grand Vallée, Chloorydomes, Fox River, Griffin Cove, L'Anse à Louise, Grand Grève, Douglastown, Gaspé Basin, and at the following places once each round trip, either on the up or down voyage, viz., Ste. Félicité, Meehun, Martin River, Claude River, St. Antoine, Little Magdalen, Cape Magdalen, Petite Vallée, Pte. Frigate, Pte. Seches, Grand Etang, Anse à Valeau, Pte. Jaune, Little Fox River, Cape Rosier, as well as such other port or ports, place or places, en route as the Minister may from time to time direct, and

(a) Calling both ways at Rivière du Loup wharf, provided there be sufficient depth of water to do so.

Provision for Change in Service.

2. The Minister may authorize any change or changes in the services as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

Termination of Contract.

3. This contract, unless sooner terminated under the provision of section 19, shall remain in force to the close of navigation, in the year one thousand nine hundred and thirteen.

Subsidy—\$8,500 per Annum.

The subsidy is eight thousand five hundred dollars (\$8,500) per annum, payable as follows, viz.: In each year during the continuance of this contract the sum of two thousand five hundred dollars (\$2,500) on the first day of July; three thousand dollars (\$3,000) on the first day of October, and the balance of three thousand dollars (\$3,000) on the closing of navigation as hereinbefore defined.

Carriage of Mails.

Clause 6 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER Accom- modation.				SPEED.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Cl.	2nd Cl.	3rd Cl.	N. H. P.		At.	In.	Of.
	Feet.	Feet.	Feet.								K'ts.			
Lady of Gaspé... (formerly Rochester)	229.7	31	16.1	705	1,189	1,501	90	30	100	170	12½	Port Glasgow	1877	Iron..

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Distances.

	Miles.
Quebec to Matane..	205
Matane to Ste. Félicité..	9
Sté. Félicité to Mechins..	14
Mechins to Cap Chat..	13
Cap Chat to Ste. Anne..	9
Ste. Anne to Marten River..	19
Marten River to Claude River..	11
Claude River to Mont Louis..	6
Mont Louis to St. Antoine..	7½
St. Antoine to Lit. Madeleine..	5
Lit. Madeleine to Cap Madeleine..	4
Cap Madeleine to Grand Valley..	6
Grand Valley to Pte. Vallée..	3½
Pte. Vallée to Pte. Frigate..	4
Pte. Frigate to Chlorydomes..	5½
Chlorydomes to Pte. Seche..	2½
Pte. Seche to Grand Etang..	3
Grand Etang to Anse à Valeau..	6
Anse à Valeau to Pte. Jaune..	3
Pte. Jaune to Little Fox River..	3
Little Fox River to Fox River..	3
Fox River to Griffin Cove..	5½
Griffin Cove to L'Anse à Louise..	4
L'Anse à Louise to Cap Rosier..	2
Cap Rosier to Grande Greve..	11
Grande Greve to Douglstown..	5
Douglstown to Gaspé..	8½
	<hr/>
	379½

TRAFFIC RETURNS

Calendar Year.	No. of round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907 ..	15	2,275	2,200	Nil.	Nil.	\$8,500
1908.....	15	2,225	2,295	Nil.	Nil.	\$8,500
1909.....	15	1,806	2,359	Nil.	Nil.	\$8,500
1910 ..	15	1,631	2,525	Nil.	Nil.	\$8,500
1911 ..	15	In 1,084 Out 717	1,120 950	Nil.	Nil.	\$8,500
		Total 1,801	2,070			

209.

QUEBEC AND ISLE OF ORLEANS.

QUEBEC AND LÉVIS FERRY COMPANY, LIMITED.

Contract No. 51.

Vote 209. Steam service between Quebec and the Isle of Orleans during the time between the closing of regular navigation in the autumn and the taking of the ice bridge between the island and the mainland; also after the breaking up of the ice bridge until the resumption of regular navigation in the spring.

1911-12..	\$500
1912-13..	\$500

This service was performed by the Quebec and Lévis Ferry Company, Limited, of Quebec, under terms of a contract bearing date November 14, 1910, which expired in April, 1911. The principal provisions, aside from those common to all contracts, were as follows:—

Ports of Call—Frequency of Service.

1. 'The contractors being the owners of and having control of the steamer *Polaris*, a vessel of 532 tons gross register, with such adequate accommodation for both passengers and freight as is necessary for the service herein contracted for, will, as soon hereafter during the current month or during the month of December next, as may be necessary or required, place the same on a route between the city of Quebec and the Island of Orleans, and maintain therewith a service of at least four full round trips each week, ice, snow storms and weather permitting, from and to the said ports or places and return during the time occurring between the closing of regular navigation in the present autumn and the taking of the ice bridge between the said Island of Orleans and the mainland, and again in the ensuing spring from the time of the breaking up of the ice bridge to the resumption of regular navigation.'

Termination of Service.

4. 'This contract shall remain in force and have effect only until the said resuming of regular communication between the points named in the month of April next, after the date of these presents.'

Subsidy: \$500.

6. 'A subsidy of five hundred dollars (\$500) is payable on the completion of the service hereinbefore contracted for.'

Carriage of Mails.

The contractors are required to convey on each and every trip the courier bearing His Majesty's mails.

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DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.				N. H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	Passenger Ac- commodation.			At	In	Of
	Ft.	Ft.	Ft.						Knots			
Polaris.	118.5	31.2	16.5	335	532	150	518	101	12	Levis.	1883, re- built 1911.	Wood and iron.

Distances.

Quebec to Isle of Orleans. 5 miles.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid
1907..		1,307	37	Nil.	Nil.	\$500
1908.. .. .		800	37	Nil.	Nil.	500
Jan. 1 to Apr. 23, 1909....		400	31	Nil.	Nil.	500
Nov. 29, 1909 to April 11, 1910.....	32	1,608	100	Nil.	Nil.	500
Nov. 28, 1910, to Apr. 11, 1911.. . .	32	In 1,000 Out 1,000	37 30	Nil.	Nil.	500
		Total 2,000	77			

210.

QUEBEC AND THE NORTH SHORE OF THE ISLE OF ORLEANS.

THE QUEBEC AND LEVIS FERRY CO., LTD.

Contract No. 69.

Vote 210.—Steam service between Quebec and ports on the north shore of the Isle of Orleans.

1911-12..	\$2,500.00
1912-13..	\$2,500.00

This service is performed by the Quebec and Levis Ferry Co., Ltd., under a contract dated July 13, 1911, which will expire on the close of navigation in 1912. The principal provisions of the contract are as follows:

Service.

1. The contractors being owners of and having control of the steamer *North* of 182 net tons and having on or before the 15th day of July in the present year placed the said steamer on a route between the City of Quebec and certain ports on the north shore of the island of Orleans as hereinafter defined, and having established will continue to the 15th of November, 1911, to maintain the service stipulated and in a like manner save that the service shall be from the opening to the closing of the season of navigation, i.e., 15th November, 1912, in the year next succeeding the date of these presents.

Ports of call.

2. The service hereinbefore shall consist of two round trips each week between the City of Quebec and St. Francois and St. Famille on the North Shore of the Island of Orleans and a third round trip shall be made if contractors find that traffic warrants it in the months of September and October.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all Government wharfs when such is practicable and when such wharfs are available.

Expiration of Contract.

4. Subject to the stipulations of clause 21, this contract shall cease and determine upon the closing of navigation in 1912, unless further extended by the Minister for such period as the Minister may hereafter determine.

Contractors' right to cancel Contract.

5. It is further understood and agreed that the contractors shall have the option of discontinuing the said service, and this contract shall be cancelled so far as the season of navigation of 1912 is concerned, provided notice to that effect in writing is given to the Minister on or before the first day of March, 1912.

Subsidy: \$2,500 per annum.

6. The subsidy is at the rate of \$2,500 per annum, payable in such instalments as may have been earned on the last day of each month during the continuance of this contract.

Mails.

Clause 9 provides for the carriage of mails.

Minister's right to cancel Contract.

Clause 21 gives the Minister the right to cancel contract on 30 days' notice.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	SPEED.			BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.		N.	E.	M.	Year.	In.	Or.
	Ft.	Ft.	Ft.							Knots.			
North.....	132 4	25 2	9 3	182	289	Not stated	400	30	10	Levis.	1902	1902	Wood

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Distances.

	Miles.
Quebec to St. Famille..	18
St. Famille to St. Francois..	7
	25

TRAFFIC RETURNS.

CALENDAR YEAR	No. of Round Trips	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid
						\$
1911	40	In 813	379			
		Out 797	96	Nil.	Nil.	2,500
		Total 1,610	475			

211.

RIVIERE DU LOUP, TADOUSAC AND OTHER NORTH SHORE PORTS.

THE TRANS-ST. LAURENT COMPANY, LIMITED.

Contract No. 62.

Vote 211.—Steam service between Rivière-du-Loup, Tadousac and other north shore ports.

1911-12..	\$6,000
1912-13..	\$6,000

This service is performed by the Trans-St. Laurent Co., Ltd., of Fraserville, Quebec, under a contract dated March 27, 1911, which will expire on October 31, 1916.

The principal provisions of the contract are as follows:

Service.

1. The Contractors owning and controlling the steamer Mahone, of 78 net and 126 tons gross, with accommodation for 40 passengers, will on May 1, 1911, place the said steamer on a route between Rivière-du-Loup and Tadousac, and other ports as hereinafter described, and will from the said date continue to maintain with the said steamship the said service, and the said contractors will continue to maintain with the said steamship or such other steamship as may be approved by the Minister, the said service from and including May 1 of each year until and including October 31 of each year, the said contract to begin on May 1, 1911, and to expire on October 31, 1916.

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2. The service shall consist of the following trips, viz.: Full round trips from Rivière du Loup on week days as follows:

- (a) In July and August:—Twice a week, calling at St. Catherine's Bay, Tadousac and Escoumins. Three times a week, calling at St. Catherine's Bay, Tadousac and Grosse Roche in the Saguenay. Once a week calling at St. Simeon, St. Catherine's Bay and Tadousac.
- (b) In June and September:—Twice a week, calling at St. Catherine's Bay, Tadousac and Escoumins. Twice a week calling at St. Catherine's Bay, Tadousac and Grosse Roche. Once a week calling at St. Simeon, St. Catherine's Bay and Tadousac.
- (c) In May and October:—Twice a week calling at St. Catherine's Bay, Tadousac and Escoumins. Twice a week calling at St. Catherine's Bay, Tadousac and Grosse Roche. Once a week calling at St. Simeon.

Calls at Government Wharfs.

3. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable, and when such wharfs are available within the area for which the service is subsidized.

Subsidy: \$6,000 per Annum.

4. The subsidy is \$6,000 per annum, payable in three equal instalments of two thousand dollars (\$2,000) on the first days of July, September, and November during the continuance of this contract.

Carriage of mails.

Clause 7 of the contract provide for the carriage of mails.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.		N.H.P.	Speed.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.			At	In	Or
	Ft.	Ft.	Ft.				Knots			
Contest	132.3	23.0	10.5	104	270	100		Quebec.....	1872	Composite Wool.
Rhoda.....	131.6	23.0	10.1	59	182	45		Rebuilt, Levis	1895	
								Levis, Que....	1874	
Mahone	86	19.8	10.5	79	127	24	11	Mahone Bay, N.S.....	1904	Wool.

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	Distances.	Miles.
Rivière du Loup to St. Simeon	35
St. Simeon to St. Catherine's Bay	30
St. Catherine's Bay to Tadousac	5
Tadousac to Escoumains	28
		98
Rivière du Loup to Tadousac.	24

TRAFFIC RETURNS.

CALENDAR YEAR	No. of round trips run.	PASSENGERS		FREIGHT		Live Stock.	MAILS.		Subsidy Paid.
		1st Class	2nd Class	Tons Weight.	Tons Meas.		Lock Bags.	Tied Sacks.	
1909	..	1,093	259	936		13	430	653	\$3,627.65
1910	115	2,026	...	309		24	617	290	6,000.00
1911.....	142	In 1,386	.....	36		8	352	6	
		Out 1,407	N 1	317	9	10	879	294	6,000.00
		Total 2,793		353	9	18	1,231	300	

212.

WINTER STEAM SERVICE BETWEEN RIVIÈRE DU LOUP, TADOUSAC
AND OTHER ST. LAWRENCE PORTS.

LA COMPAGNIE TRANS-ST. LAURENT.

Contract No. 62.

Voie 212.—Winter steam service between Rivière du Loup, Tadousac and other St. Lawrence ports.

1911-12..	\$8,000
1912-13..	\$8,000

This service is performed by La Compagnie Trans-St. Laurent, of Fraserville, Que., under contract dated March 27, 1911, which will expire on March 31, 1916.

The principal provisions of the contract are as follows: —

Steamer.

1. The contractors owning and controlling the steamer *Mahone* of 78 net and 126 tons gross, with accommodation for forty passengers, will on the first day of April, 1911, place the said steamer on a route between Rivière du Loup and Tadousac and

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other ports as hereinafter described, and will from and after the said date continue to maintain with the said steamship the service hereinafter described, and the said contractors will continue to maintain with the said steamship or such other steamships as may approved by the Minister the said service until the 30th day of April in the year 1916.

Service.

2. The service hereinbefore referred to shall consist of :—(a) An average of four round trips each month during the months of November and December of the calendar years 1911-1912-1913-1914-1915, and the months of January, February and March of the calendar years 1912-1913-1914-1915-1916 between Rivière du Loup and Tadousac.

(b) An average of two round trips each month between Tadousac and Escoumins or St. Simeon or Anse de la Grosse Roche or *vice versa*, calling at one or more of the said latter three ports during the months of December in the years 1911-1912-1913-1914-1915, and also an average of two round trips each month between the ports referred to in this paragraph during each of the month of January, February and March of the years 1912-1913-1914-1915-1916.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy.

Clause 4 provides for the payment of subsidy as follows:—

(a) \$200 for each round trip performed between Tadousac and Rivière du Loup during the months of April and November during the years 1911-1912-1913-1914-1915, and \$250 for each round trip between Tadousac and Rivière du Loup during the months of December in the years 1911-1912-1913-1914-1915, and the months of January, February and March in the years 1912-1913-1914-1915-1916.

(b) \$50 for each round trip performed according to section (b) of clause 2 aforesaid between Tadousac and Escoumins or St. Simeon or Anse de la Grosse-Roche during the months of December of the years 1911-1912-1913-1914-1915, and \$50 for each round trip so performed between the said ports during the months of January, February and March of the years 1912-1913-1914-1915-1916.

(c) For each round trip from Rivière du Loup to Clarke City (Seven Islands) *via* Tadousac, in addition to any trips otherwise provided for herein, and for which subsidy has been paid, between Tadousac and Rivière du Loup, the sum of \$500, not exceeding, however, four round trips between the 31st of October and the first day of May of each year.

Additional subsidy.

6. It is further understood and agreed that should the contractors perform a greater number of trips than those stipulated in clause (2), they shall be paid in addition a proportionate amount of the subsidy as stipulated in clause (4) provide however that the amount shall not be in excess of the subsidy available therefor in the Estimates for the fiscal years 1911-12, 1912-13, 1913-14, 1914-15, and 1915-16.

Mails.

Clause 9 of the contract provides for the carriage of mails.

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Description of vessels employed.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Space.	N.H.P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu.ft.		Kts.			
Mahone	86	19 8	10 5	79	127	75	40		24	11	Mahone Bay, N.S.	1904	Wood

Distances.

Miles

Tadoussac to Riviere du Loup	24
Escoumins	20
" Anse de la Grosse Roche	12
" St. Siméon.....	21

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers Carried.	FREIGHT CARRIED		Live Stock.	MAILS.		Subsidy Paid.
			Tons Weight.	Tons Measurement		Bags.	Sacks.	
1910	81	728	145	Ft. Nil	3	229	199	\$5,000
1911.....	49	In 127 Out 163 Total 290	10 102 112	Nil 8,400 8,400	1 3 4	102 132 234	16 12 28	5,500

213.

SARNIA AND SAULT STE. MARIE.

Vol 213.- Steam service during the season of navigation of 1912 between Sarnia and Sault Ste. Marie, calling at way ports.

1911-12..	\$4,166.67
1912-13..	\$10,000.00

No contract has been entered into for this service.

214.

ST. CATHERINE'S BAY AND TADOUSAC.

LA COMPAGNIE TRANS-ST. LAURENT.

Contract No. 21.

Vote 214.—Winter steam service between St. Catherine's Bay and Tadousac.

1911-12.. . . .	\$3,500
1912-13.. . . .	\$3,500

This service is performed by La Compagnie Trans-St. Laurent, of Fraserville, Quebec, under terms of a contract dated March 27, 1911, which will expire on April 30, 1916.

The principal provisions of the contract are as follows:—

Sailings.

1. The contractors owning and controlling the steamer *Mahone*, of 127 tons gross register, having in the month of November last, placed the said steamer on the route between St. Catherine's Bay and Tadousac, both in the Province of Quebec, and having continued, will continue to maintain therewith a regular service consisting of two round trips each day between the said places, weather and ice conditions permitting, save and except Sundays, and save and except such days as may be required to make four trips during the winter to Seven Islands and return to Tadousac, the return to the said port of Tadousac to be conditional upon the weather and ice permitting; and on the days when the said trips are performed to Seven Islands the contractors will not be bound to call more than once at St. Catherine's Bay; provided that during such time the contractors shall make arrangements for the carriage of the mails and passengers once each day between Tadousac and St. Catherine's Bay, weather and ice conditions permitting.

(a) Furthermore, on Tuesdays and Fridays of every week of the months occurring during the continuance of this contract the contractors, having to call, on each said days, at Rivière du Loup, on the South Shore of the St. Lawrence, in obedience with another contract, called "Winter Service" contract, with this Department, shall not be bound on the said trip Tuesdays and Fridays to call at St. Catherine's Bay more than twice on each said day, viz; once on the outward trip from Tadousac to Rivière du Loup, and once on the inward trip from Rivière du Loup to Tadousac, whereas on each said Tuesdays and Fridays of every said months the contractors do not receive any mails from the Post Office Department from St. Catherine's Bay to Tadousac nor from Tadousac to St. Catherine's Bay.

Termination of Contract.

2. This contract shall, unless otherwise terminated under the provisions of section 18 hereof, remain in force and have effect from and including Nov. 1, 1911, until and including April 30, 1916.

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Subsidy: \$3,500.

Clause 3 provides for a subsidy of \$3,500, payable in such instalments as may be earned on the last days of the months of November and December, and January, February, March and April occurring during the continuance of this contract.

Mails.

Clause 6 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Space	N. H. P.	Speed.	BUILT		
	Length.	Depth.	Breadth.	Net.	Gross.	Capacity.					At.	In.	Of.
	Ft.	Ft.	Ft.										
Mahone ..	86	19.8	10.5	79	127		40	C. Ft.	24	Knots	11	Mahone Bay, 1904 W. N. S.	

Distance.

The distance from St. Catherine's Bay to Tadousac is 2 miles.

TRAFFIC RETURNS.

Year	No. of Round Trips Run.	Passengers No.	Freight Tons.	Live Stock No.	Mails		Subsidy Paid.
					Bags.	Sacks.	
Feb. 15 to May 15, 1909		359	6	9	260		\$ 2,250 00
1910.	272	479	8	38	462	167	2,000 04
1911.	284	In 202 Out 250	13 16	33 23	457 210	105 11	3,357 91
	Total	452	29	56	667	116	

Service performed by Price Bros., Quebec.

215.

ST. JOHN AND DIGBY.

DOMINION ATLANTIC RAILWAY COMPANY.

Contract No. 8.

Vote 215.—Steam service between St. John and Digby.

1911-12.	\$20,000
1912-13.	\$20,000

2 GEORGE V., A. 1912

This service is run by the Dominion Atlantic Railway Company, of Kentville, N.S., under terms of a contract bearing date August 1, 1911, and which expires on April 1, 1912, the principal provisions, aside from those common to all contracts, being as follows:—

Period of Contract.

1. 'The contractors having on the first day of April next preceding the date of these presents placed their steamer the *Prince Rupert* on the route between the city of St. John, in the province of New Brunswick, and Digby, in the province of Nova Scotia, and having from that date established and maintained, will continue to maintain by means of the said steamer, or a substitute steamer of equal class and capacity, approved by the Minister, for and during the period of one year from the said first day of April, a regular and uninterrupted service between the ports or places hereinbefore named, making full round daily trips from St. John to Digby and return to St. John (Sundays excepted), connecting each day with the train from St. John hereinafter referred to.

Arrival at St. John.

2. 'It is understood and agreed on the part of the contractors that on all trips from Digby to St. John the steamer shall arrive at St. John in ample time for passengers and mails westward bound to connect with the afternoon train via the Canadian Pacific Railway for Montreal.'

Missing trips or connections.

3. It is further understood and agreed that in the event of any trip or trips from Digby to St. John or the connection with the west bound trains at St. John, as provided in section 2 hereof, being missed owing to stress of weather, upon satisfactory evidence thereof being furnished the Minister in each instance, he may direct that no deduction be made from the subsidy otherwise payable for such trips or connections missed, and section 5 of this contract is hereby modified to that extent with this sole intent and meaning.

Carriage of Mails on Extra Trips.

4. 'It is also understood and agreed that if during the continuance of this contract other trips are made than as above specified, all mails tendered shall be carried without any additional remuneration than the subsidy herein provided for.'

Renewal of Contract.

5. 'This contract shall remain in force and have effect for one year from the first day of April, as aforesaid.'

Subsidy—\$20,000 per Annum.

The subsidy is twenty thousand dollars (\$20,000), payable quarterly, that is to say, as follows:—

During the month of July in the present year five thousand dollars (\$5,000), and on the first day of each of the months of October, January and April next following, a like sum of five thousand dollars (\$5,000) or such portion thereof as shall have been earned each quarter on the basis of daily trips.

Carriage of Mails.

Clause 9 of the contract provides for the carriage of mails.

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Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space	N. H. P.	Speed, Knots.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F.					
Prince Rupert.	268	32	11½	620	1,158	300	850			Nil.	400	18	Dumbarton. . .	1894	Steel.
Prince Albert.	103	20	8½	49	108	50	150			Nil.	40	10	Shelburne, N.S.	1901	Wood
Yarmouth.	220	35	21	725	1,452						260		Dumbarton. . .	1887	Steel.

Distance.

The distance between St. John and Digby is 47 miles.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock	Mails.	Subsidies Paid.
1907	263	27,068	21,285	Not stated.	Not stated.	\$16,245 29
1908	311	28,782	21,161	349	{ 2,093 lock bags. 8,413 tied sacks.	19,935 00
1909.	313	29,889	22,061	471	Bags. 4,414 Sacks. 16,004	19,372 00
1910.	313	32,328	23,163	499	4,782 17,511	19,872 20
1911.	311	In 16,452 Out 14,382	3,588 23,452	252 154	2,525 2,550 9,976 11,364	19,870 00
		Total 30,834	27,040	406	5,075 21,340	

216.

ST. JOHN, DIGBY, ANNAPOLIS AND GRANVILLE.

VALLEY STEAMSHIP COMPANY, LTD.

Contract No. 37.

Vote 216.—Steam service between St. John, Digby, Annapolis and Granville, viz.: along the west coast of Annapolis Basin.

1911-12.	\$1,500
1912-13.	\$1,500

10e—8½

2 GEORGE V., A. 1912

This service is performed by the Valley Steamship Company, Limited, of Granville Ferry, N.S., under terms of a contract bearing date July 31, 1911, which expires on March 31, 1912. The principal provisions, aside from those common to all contracts, are as follows:

Frequency of service—Ports of call.

1. 'The contractors having prior to the first day of April last past, placed their steamer the *Granville*, a vessel 105 feet in length, 22 feet in breadth, with a draught when loaded of 10 feet, having a carrying capacity equal to 1,000 barrels of cargo, and adequate passenger accommodation for 40 passengers, and a speed of 10 knots per hour, on a route between the port of St. John, in the province of New Brunswick, and the ports of Annapolis Royal and Granville Ferry, both in the province of Nova Scotia, and having since that date regularly run the said steamer weekly, except as hereinafter provided in clause 4, over the said route, will continue to so run during the continuance of this contract, calling on all trips both ways at Victoria Beach and Littlewoods wharf (opposite Goat Island), and when tide and weather will permit will continue such trips to Granville Centre with the privilege on the part of the contractors of further extending the route to Bridgetown, all in the province of Nova Scotia; it being understood and agreed, however, that during the winter months in case the ice will not permit the running of the vessel up the Annapolis basin and river, the trip from St. John shall be allowed to terminate at Digby.

Termination of the Contract.

2. 'This contract shall remain in force only until the 31-st day of March, 1912, unless sooner terminated under the provisions of section 18 hereof.'

Government Wharfs.

3. 'In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.'

Repairs, &c.

4. It is further understood and agreed that the contractors shall have the right at any time to withdraw the steamer engaged upon the service for a period of two weeks and also in addition thereto for a period not exceeding 14 days, for the purpose of inspection or repairs and overhauling its machinery, and may at any time, subject to the approval of the Minister, replace the said steamship with such other steamship as the Minister may approve for the purpose of fulfilling the terms of this contract.

Subsidy: \$1,500 per Annum.

5. 'The subsidy is one thousand five hundred dollars (\$1,500), payable in quarterly instalments of three hundred and seventy-five dollars (\$375) on each of the first days of July, October, January and April, occurring during the continuance of this contract.

Mails.

Clause 7 provides for the carriage of mails by the contractors when required.

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DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Granville...	112	22	9	49	139	100	38	24	9	Shelbourne..	1909	Wood.

Distances.

	Miles
Annapolis to Granville..	1
Annapolis to Granville Centre..	3
Annapolis to Port Wade..	12
Annapolis to Victoria Beach..	15
Annapolis to St. John..	62
Victoria Beach to Granville..	15
Victoria Beach to Granville Centre..	18
Victoria Beach to Port Wade..	3

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy.
1907..	52	100	2,721	Nil.	Nil.	\$1,500 00
1908.....	50	131	3,119	Nil.	Nil.	1,500 00
1909..	51	58	3,069	Nil.	Nil.	1,471 15
1910.....	49	118	2,868	Nil.	Nil.	1,500 00
1911..	47	In	30	Nil.	Nil.	1,500 00
		Out	30			
		Total	60			
			2,694			

217.

ST. JOHN, DIGBY, BEAR RIVER AND CLEMENTSPORT.

BEAR RIVER STEAMSHIP COMPANY.

Contract No. 45.

Vote 217.—Steam service between St. John, Digby, and Bear River and Clementsport.

1911-12..	\$1,500
1912-13..	\$1,500

2 GEORGE V., A. 1912

This service is performed by the Bear River Steamship Company, Limited, of Bear River, N.S., under the terms of a contract bearing date March 8, 1911. This contract expires on March 31, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Ports of Calls

1. 'The contractors being the owners of a steamer called the *Bear River*, with a carrying capacity of 1,000 barrels freight and 30 passengers, and with a speed of nine knots per hour, will on the first day of April next place the said steamer on a route between the port of St. John, in the province of New Brunswick, and Bear River and Clementsport, in the province of Nova Scotia, and will continue to maintain therewith a regular service between the said ports or places, calling on all trips both ways at Victoria Bridge and Digby, in the said province of Nova Scotia, with the privilege of also calling when wharf facilities are completed at Deep Brook, in the said province; it being understood and agreed that during the winter months when the ice prevents getting to Bear River the trips may terminate at either Victoria Bridge or Digby; and further, that trips to Clementsport may be omitted whenever tide and weather will not permit of a landing at that place, evidence of such inability to reach Bear River or to call at Clementsport to be furnished the Minister in each case.'

Frequency of Service.

2. 'The service hereinbefore described and on the part of the contractors agreed to be performed, shall be regular and uninterrupted; one round trip from St. John to the ports mentioned and return shall be run each week from the commencement of the service until March 31, 1912, unless sooner terminated in manner hereinafter provided.'

Government Wharfs.

Clause 3 provides for calls at government wharfs when possible.

Repairs.

4. Notwithstanding any other provisions herein contained, the contractor shall have the right to withdraw the said steamer from the service for a period not to exceed two weeks, for repairs and painting.

Subsidy: \$1,500 per Annum.

The subsidy is payable at the rate of one thousand and five hundred dollars (\$1,500) per annum, payable in quarterly instalments of three hundred and seventy-five dollars (\$375) on the first days of the months of July, October, January and April occurring during the period of this contract.

Mails.

The contractors are not required to carry mails.

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DESCRIPTION OF VESSELS EMPLOYED.

NAME	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	Route		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Or
	Feet.	Feet.	Feet.									
Bear River.	95	20	9	70	103	100	5	16	10	Shelburne, N.S.	1905 W.	

Distances.

	Miles.
Bear River to Victoria Bridge..	4
Victoria Bridge to Clementsport..	6
Clementsport to Digby..	10
Digby to St. John..	45
	65

TRAFFIC RETURNS

Calendar Year.	Number of round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid.
1907..	51	Nil.	2,487	Nil.	Nil.	\$1,500 00
1908..	53	Nil.	2,614	Nil.	Nil.	1,500 00
1909..	51	Nil.	2,560	Nil.	Nil.	1,473 22
1910..	53	Nil.	2,653	Nil.	Nil.	1,500 00
1911..	53	Nil.	In 1,687 Out 737	Nil.	Nil.	1,500 00
Total			Total 2,424			

218.

ST. JOHN, DUBLIN AND BELFAST.

ULSTER STEAMSHIP COMPANY.

Contract No. 5.

Vote 218.—Steam service between St. John, Dublin and Belfast, during the winter season.

1911-12..	\$7,500
1912-13..	\$7,500

2 GEORGE V., A. 1912

This service is performed under terms of a contract entered into on October 1, 1911, with the Ulster Steamship Company, Limited, of Belfast, Ireland, represented in Canada by Messrs. McLean, Kennedy & Company, of Montreal, who run what is known as the Head Line of steamers. It is a winter service only, sailing from St. John, N.B., to Belfast or Dublin at regular intervals, averaging two sailings each month until not more than ten complete round trips have been run. The contract expires on the opening of St. Lawrence navigation in 1912.

Its principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

1. The contractors, owning and controlling the steamships *Rathlin Head, Carrigan Head, Bray Head, Kamore Head, Inishowen Head, Bengore Head, Torr Head, Malin Head, Glen Head, Teelin Head, Dunmore Head, Howth Head and Glenarm Head*, of the Head Line, all of which are guaranteed as rating at Lloyds 100 A1, will, in the month of December next after the date of these presents, or earlier, place such of said steamers as may be necessary to fulfil the terms of this agreement, on a route between the port of St. John, N.B., and the ports of Belfast and Dublin in Ireland and will maintain therewith during the winter season of 1911-12 a service averaging not less than two sailings each month between the said ports, sailings from Belfast or Dublin for St. John aforesaid and returning thereto, sailing from St. John at regular intervals on such fixed dates as may be sanctioned by the minister, such rates to be advertised at least twenty days in advance of sailing, until not more than ten round trips have been run and completed prior to the opening of navigation on the River St. Lawrence in the spring of 1912.

Speed of Steamers.

2. Each of the said steamers while employed as aforesaid shall on all eastbound voyages be run at an average speed of not less than ten knots an hour, extraordinary conditions of weather excepted.

Calls at Other Ports.

3. It is understood and agreed that the said steamers are not to call at any intermediate or other port either on the westward or eastward voyages while employed under the terms of this contract, except when on westbound voyages at a port in Great Britain for bunkering purposes, or for cargo for transportation to St. John's Nfld., or to a Canadian port other than the port of St. John, N.B., aforesaid, the transportation of such cargo and the calling at ports other than St. John, N.B., subject to revocation at the will of the minister; it being understood and agreed that the port of St. John, N.B., shall in all cases be the terminal port on all westbound voyages, and the last port of departure on all eastbound voyages.

Transportation of Canadian Trade Commissioners.

4. The Canadian Trade Commissioners and their wives and children or Canadian Commercial Agents shall be granted free transportation, meals included, with first class accommodation and free transportation for their household effects, when travelling upon their official duties, upon request of the minister.

Subsidy: \$7,500 per Season (10 Voyages).

3. The subsidy is seven hundred and fifty dollars (\$750) for each round trip duly performed from Belfast and Dublin to St. John aforesaid and return therefrom to Belfast or Dublin, aggregating for the ten round trips hereinbefore referred to, the

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sum of seven thousand and five hundred dollars (\$7,500); such subsidy to be payable in two instalments, the first of three thousand dollars (\$3,000) on completion of four full round trips regularly run in compliance with the terms of this agreement, and the balance on the completion of the service contracted for.

Freight Rates.

Clause 7 of the contract provides that freight rates shall be subject to the approval of the minister.

Carriage of Mails.

Clause 10 of the contract provides for the carriage of mails.

NAME.	DIMENSIONS.			TONNAGE.			N.H.P.	Speed.	Passenger accommodation.	Refrigerator space.	BUILT		
	Length.	Breadth.	Depth.	Gross.	Net.	Capa- city.					At	In	On
	Ft.	Ft.	Ft.			Wgt.		Knots	1st Class.	C.F.			
Glenarm Head....	360	46·1	28·0	3,908	2,527	6,150	379	10½	6	Nil.	Belfast...	1897	Steel.
Malin Head.....	345	43·0	29·7	3,467	2,228	5,300	335	10	2	Nil.	..	1892	
Bray Head ..	330	41·5	25·1	3,150	2,019	4,800	264	10	2	Nil.	Wallsend	1894	..
Inishowen Head.	341·7	40·0	30·2	3,050	1,987	4,700	309	10½	2	Nil.	Belfast...	1886	Steel & iron.
Bengore Head.	324	37·2	17·7	2,490	1,619	3,630	260	11	2	Nil.	Glasgow.	1884	Iron.
Dunmore Head...	302·4	40·2	19·5	2,293	1,458	3,500	258	10	4	Nil.	Belfast..	1889	Steel.
Ramore Head....	402·1	44·7	27·8	4,444	2,913	6,500	473	11	12	Nil.	..	1891	
Carrigan Head...	370·6	45·1	31·6	4,201	2,717	6,200	438	11	8	Nil.	..	1901	
Rathlin Head...	469	53	35·7	4,368	6,754	9,100	520	12	10	Nil.	..	1899	
Torr Head.....	452·8	50·3	31·2	3,868	5,911	8,400	463	11	8	Nil.	..	1894	
Glen Head ..	256·5	34·5	17·9	995	1,600	2,225	173	10	2	Nil.	Shields..	1883	Iron.
Teelin Head.. ...	275·4	35·3	18·1	1,083	1,718	2,500	187	10	2	Nil.	Belfast...	1883	Steel.
Howth Head. ...	380·4	48·4	28·8	2,877	4,440	6,300	462	11	6	Nil.	..	1906	

Distances.

	Miles.
St. John to Dublin..	2,550
St. John to Belfast..	2,500

2 GEORGE V., A. 1912

TRAFFIC RETURNS

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid.
1907	6	Nil.	26,039	Nil.	Nil.	\$4,500
1908.....	4	Nil.	19,443	Nil.	Nil.	3,000
1909.	3	Nil.	8,402	Nil.	Nil.	2,250
1910..	7	Nil.	25,469	Nil.	Nil.	5,250
1911.....	4	Nil.	13,067	Nil.	Nil.	3,000

1912

ST. JOHN AND GLASGOW.

DONALDSON LINE.

Contract No. 4.

Under this contract service is to be rendered between St. John and Glasgow during the winter season.

1911-12..	\$15,000
1912-13..	\$15,000

This service is performed by Messrs. Donaldson Bros., of Glasgow, represented by their duly authorized agent, Mr. Robert Reford, partner of the firm of Robert Reford & Company, Limited, of Montreal, and is a winter service only, being run under terms of a contract bearing date January 15, 1911, which expires on April 30, 1912. The principal terms of the contract, aside from those common to all contracts, are as follows:—

Period of Contract.

1. The contractors, owning and controlling the steamships *Kasalia*, *Marana*, *Lakonia*, *Tritonia* and *Salacia*, all of which are guaranteed by the contractors as being of British register and as rating at Lloyds 100 A. 1, will place such steamships, and if necessary in order to fulfill the terms of this contract, other steamships of British register of like class and capacity on a route between the port of Glasgow, in Scotland, and the port of St. John, in the province of New Brunswick, and will maintain therewith during the winter season of 1911-12 a regularly weekly service between the said ports, commencing in the month of November following the date of these presents, and continuing until not more than twenty complete round trips have been run prior to the 30th day of April in the year 1912, sailing from and returning to each of the ports aforesaid at regular intervals, and on such fixed dates as may be sanctioned by the minister, such dates to be advertised at least twenty days in advance of sailings. Each of the said steamers while employed as

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aforesaid, shall be run at an average speed of not less than ten knots per hour, extraordinary weather excepted.'

Traffic to be carried by Intercolonial Railway.

2. The company agrees that all freight carried from Glasgow to St. John shall, when not otherwise routed by shippers or consignees, be delivered to the Intercolonial railway at St. John for shipment to final destination, provided that the Intercolonial railway rates are not in excess of rates charged by any other railway company between St. John and the final destination.

Passengers for points in the Maritime Provinces or Quebec are to be handed over to the Intercolonial railway at St. John when possible.

The contractors shall use every effort to have freight destined for export from Canada to Scotland delivered to the Intercolonial railway at Montreal.

Canadian Trade Commissioners.

3. Canadian Trade Commissioners, their wives and children, and household effects are to be carried free, when such commissioners are travelling upon their official duties.

Subsidy: \$15,000 per Season (20 Voyages).

5. The subsidy is payable at the rate of seven hundred and fifty dollars (\$750) for each round trip from Glasgow to St. John aforesaid and return therefrom to Glasgow, duly performed, aggregating for the twenty round trips, if run and fully completed under the terms of section 1 hereof, fifteen thousand dollars (\$15,000), or in like proportion for any lesser number of trips so run and completed prior to the 30th day of April aforesaid; such subsidy to be payable in three instalments; the first of seven thousand five hundred dollars (\$7,500) on the completion of ten full round trips regularly run in compliance with the terms of this agreement; the second at the above rate per round trip for all additional trips regularly run in compliance with the terms of this agreement prior to the first day of April aforesaid; and the balance on the completion of the service herein contracted for as soon thereafter as funds are available for the purpose.

Sailing Dates.

Steamers are required to sail from their terminal ports within two days of the date fixed by time tables to be approved by the minister.

Freight Rates.

Clause 6 of the contract provides that freight rates shall be subject to the approval of the minister.

Carriage of mails.

Clause 9 of the contract provides for the carriage of mails.

Description of Vessels Employed

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space. N. H. P.	Speed, Knots.	Built		
	Length	Breadth	Depth.	Net.	Gross.	Capa- city.	1st Class.	2nd Class.	3rd Class.			At	In	On
	Ft.	Ft.	Ft.											
Salacia....	390	46	28.7	2,636	4,134	5,900	Nil.	12	Nil.	Nil.	501 13½	Whiteinch..	1895	Steel.
Cassandra	455	53.2	29.1	5,228	8,135	8,500	Nil.	210	1,040	7,700	862 13½	Greenock	1906	Steel.
Lakonia.	401.7	49.2	28.1	3,046	4,686	7,280	Nil.	12	Nil.	14,527	520 12	Govan...	1899	Steel.
Athenia..	478	56	32.5	5,523	9,080	10,500	Nil.	250	1,000	16,122	855 14	Barrow.	1904	Steel.
Parthenia.	400.5	52.1	29.3	3,310	5,760	8,555	Nil.	12	Nil.	16,000	489 12	Hartlepool.	1901	Steel.
Saturnia.	455	55	40	5,494	8,611	8,250	Nil.	244	950	7,390	873 15	Glasgow	1910	Steel.
Pythia...	383	46	27	2,721	4,324	6,150	36	Nil.	600	4,116	419 11		1897	Steel.
Kastalia.	377	46	26	2,562	4,039	6,510	Nil.	Nil.	Nil.	Nil.	395 11		1897	Steel.

Distances.

The distance between St. John and Glasgow is given as 2,630 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid
1907. . . .	17	1,855	87,491	Not stated.	Not stated.	\$8,500
1908. . . .	15	523	82,142	6,458	11	14,250
1909. . . .	16	1,129	80,444	6,064	16	10,500
1910:	15	2,475	67,075	559	15	12,000
1911. . . .	11	In 3,736 Out 781	33,684 49,138	412 10	16. Nil.	8,250
		Total 4,517	82,822	422	16	

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219.

ST. JOHN, HALIFAX AND LONDON.

(Winter Service.)

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 7.

Vote 219.—Winter steam service between St. John, Halifax and London.

1911-12..	\$15,000
1912-13..	\$15,000

The contract with the Canadian Pacific Railway Co. bears date October 26, 1911, and expires on May 8, 1912. Its principal provisions, aside from those common to all contracts, are as follows:—

1. The contractors shall during the month of November next following the date of these presents establish a service between the city or port of St. John, in the province of New Brunswick, and the port of London, in England, by their steamers the *Mount Temple*, of 6,661 tons net register, the *Montreal*, of 5,552 tons net register, the *Montserrat*, of 5,358 tons net register, and the *Lake Michigan*, of 5,340 tons net register, and will maintain and continue to maintain by means of the said steamers, or with such other steamers as may be approved by the Minister, a regular service between the cities and ports aforesaid, sailing from and returning to each of the terminal ports of St. John and London aforesaid at regular intervals and at such fixed dates as may be sanctioned by the Minister, and calling on all east bound voyages at the port of Halifax, in the province of Nova Scotia, and calling on all westbound voyages at the port of Antwerp, in Belgium; the service to commence from London on the 16th day of November next; and will on the return voyage sail from St. John on or about the 13th day of December proximo, and continue until the 8th day of the month of May, 1912, during which time there shall be run ten full round voyages; it being understood, however, that the Minister may authorize any change or changes in the service as above defined as may not be inconsistent with the vote providing for the payment of the subsidy.

Cold Storage.

2. The contractors covenant and agree that the steamers hereinbefore mentioned or any substitute steamers run in lieu thereof shall be fitted with such sufficient cold storage appliances and space as may be required for the proper storage and conservation of any perishable cargo carried thereon, as well as with complete and adequate ventilating shafts and machinery for the proper ventilation of all space in which may be stowed or carried fruit, vegetables or similar cargo requiring a constant supply of cool air, and that such cold storage and ventilating plant shall be in constant operation while perishable cargo, fruit or vegetables requiring same is on board, and that the temperature in the spaces occupied by such cargo shall during each and all voyages be kept uniform and at such degree as may be satisfactory to the Minister.

Westbound Freight Rates.

3. The contractors further covenant and agree that the rates charged on west-bound freight from either London or Antwerp to the port of Halifax shall in no case be greater than the rates charged on freight destined to the port of St. John from the said ports of London and Antwerp.

Transportation of Canadian Trade Commissioners.

Clause 4 provides for the free transportation of Canadian Trade Commissioners and their wives and children, or Canadian Commercial Agents, including first-class accommodation and meals, and free transportation for their household effects, when travelling upon official duties, or being transferred from one post to another, upon request of the Minister.

Subsidy not to exceed \$1,500 for 10 Round Trips.

5. The subsidy is at the rate of fifteen hundred dollars (\$1,500) for each round trip run and completed with the time hereinbefore specified, not, however, to exceed ten such trips; payable on the first day of April next following the date hereof for all trips run and completed prior to that date, and the balance on the completion of the service or as soon thereafter as funds are available for the purpose.

Sailings.

Steamers are required to sail from their terminal ports within 3 days of the dates fixed by their timetables, approved by the Minister.

Freight Rates.

Clause 7 of the contract provides that freight rates shall be approved by the Minister.

DESCRIPTION OF STEAMERS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Accommodation.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At.	In.	Of.
	Ft.	Ft.	Ft.					Cu. Ft.		Kts.			
Lake Michigan	469.5	56.2	31.9	5,340	8,200	8,000	Nil.	Nil.	722	12	Wallsend.	1902	Steel.
Montezuma	435.0	59.0	30.5	5,358	8,360	8,000	Nil.	Nil.	660	12	Linthouse.	1899	Steel.
Montreal	469.5	56.2	31.9	5,552	8,644	8,000	Nil.	7,016	702	12	Wallsend.	1900	Steel.
Mount Temple	485.0	59.0	30.4	6,661	8,790	8,000	Nil.	Nil.	694	12	Walker-on-Tyne.	1901	Steel.

Distances.

The distance between London and St. John via Antwerp is given as 3,200 miles; between St. John and London via Halifax, 2,959 miles. These distances are approximate.

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TRAFFIC RETURNS.

Calendar Year.	Number of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907..	12	12,409	100,451	Not stated	Not stated.	\$15,000
1908..	12	6,506	104,695	8,033	Nil.	15,000
1909..	10	2,659	112,100	5,788	Nil.	25,000
1910.....	12	5,648	128,761	2,218	Nil.	15,000
1911..	12	In Out	9,385 129	48,499 73,128	Nil. 6,657	Nil.
		Total	9,514	121,627	6,657	15,000

220.

ST. JOHN, HALIFAX AND LONDON.

FURNESS, WITHEY AND COMPANY.

Contract No. 6.

Vote 220.—Steam service between St. John, Halifax and London.

1911-12..	\$25,000
1912-13..	\$25,000

This service is run the year round by Messrs. Furness, Withy & Company, Limited, between St. John, N.B., Halifax, N.S., and London.

The contract bears date March 1, 1911, and expires March 31, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

1. 'The contractors will, on the first day of April next following the date of these presents, place on the route between St. John, N.B., and London, G.B., calling on all voyages both outward and inward at Halifax, N.S., their steamers the *Sheddaden*, *Rappahannock* and *Kanachan*, and will with such steamers or other steamers approved by the minister maintain until the 31st day of March, 1912, a regular service between the said ports, sailing from the terminal ports at regular intervals of not over fifteen days, or during the fruit-shipping season at intervals of ten days if so required by the minister.'

Ventilated Accommodation for Fruit, Dairy Produce, &c.

2. 'The steamers while run under this contract shall be such as are approved by the minister, and no steamer shall be employed until sanctioned by the minister, and all such steamers shall be fitted with sufficient and suitable accommodation for carrying perishable cargo, such as apples or other fruit, cheese and other provisions with-

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out deterioration, with holds and 'tween decks provided with a thorough system of forced ventilation by means of electric or steam-driven fans operating in such manner as to secure a uniform circulation of fresh air through all space occupied by such perishable cargo. The intakes for fresh air shall be protected by contrivances for that purpose similar to the 'Gibbs' steamship ventilators, so as to be operated in all weathers without permitting water, spray or other dampness being taken into any places where cargo is carried, and such ventilating appliances shall be operated at all times when cargo is on board and throughout the entire space wherever such perishable cargo may be stored during any voyage.'

Carriage of Fruit.

3. 'The steamers while so employed shall not carry in any hold, or between any decks more than five tiers of barrels of apples or other fruit except they be stowed in such manner and with such dunnage as will relieve any tier from the weight of more than four other tiers.'

4. 'The handling, loading, stowing and unloading of any fruit carried by said vessels shall be subject to and under the supervision of any officer appointed for that purpose should the minister deem it advisable.'

Speed of Steamers when Carrying Fruit.

5. 'The steamers when carrying fruit shall be run at an average speed of not less than twelve knots per hour.'

Development of Transportation over Government Railway.

6. 'It is hereby agreed by the contractors that as the aid herein expressed and provided for by the Canadian government is for the express purpose of encouraging the development of Canadian trade and the transportation of Canadian goods through Canadian channels, the company accepts the aid on these conditions and agrees that all freight booked or carried by the said steamships from a port in the United Kingdom and during the time these make Halifax or St. John their terminal port shall, when not otherwise routed by shippers or consignees, be delivered to the Intercolonial railway at Halifax or St. John for shipment to final destination in Canada provided that the rates demanded by the Intercolonial railway shall not be in excess of the rates charged by any other railway company from said ports to final destination in Canada.'

(a) Contractors are to hand over to the Intercolonial railway at Halifax passengers for points in the Maritime Provinces or the province of Quebec, providing the routing of such passengers is controlled by the contractors and that they are not otherwise routed. It is further agreed that the contractors through their agents in Canada shall see that they have all such freight for export as may be secured by them for a port in the United Kingdom at which the subsidized line may call delivered to the Intercolonial railway at Montreal.'

Rebates.

7. 'In addition to the stipulation contained in clause 11 regarding freight rates, the rate per barrel on apples from Halifax to London shall be substantially the same to all persons under the same conditions, and no rebates shall be given directly or indirectly by the contractors or agents thereof to any Canadian exporter in preference to another.'

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Subsidy: \$25,000 per Season.

9. The subsidy is twenty-five thousand dollars (\$25,000), payable as follows:

The sum of \$6,250 on the first day of July, October and January next after the date of these presents, and the balance of \$6,250 on the completion of the service on April 1, 1912.

Clause 10 of the contract provides that freight rates shall be subject to the approval of the minister.

Carriage of Mails

Clause 12 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N. H. P.	Speed.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F.	Kts.				
Kanawha	370	44	31 6	2,488	3,884	5,610	...	...		Nil	491	13	Linthouse..	1893	Steel
Shenandoah....	370	44	31 6	2,492	3,886	5,610				Nil	491	13	Linthouse..	1893	Steel.
Rappahannock:	370	44	31 6	2,488	3,884	5,500				Nil.	485	13	Linthouse..	1893	Steel.
Tabasco.....	331 6	41 7	28 8	1,916	2,987	4,597				Nil.	309	12	Sunderland	1895	Steel.
East Point,....	390	51	30 6	3,306	5,234	8,100	14			Nil.	463	12	Sunderland	1901	Steel.
Alleghany.....	354	50 3	31	2,789	4,262	7,110				Nil.	380	10½	West		
Queen Wilhel- mina	363 5	46 2	29 3	2,307	3,599	5,924	2			Nil.	387	12	Hartlepool	1901	Steel
													Sunderland	1898	Steel.
Granley	279 1	40 1	20 6	1,154	1,869	3,200		....		Nil.	175	9½	Sunderland	1908	Steel

Distance.

The distance between St. John, N.B., and London, England, is 2,900 miles.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.
			Weight.	Meas.			
1907	34	17	172,358		Not Stated.	Not Stated.	\$19,250
1908	29½	62	55,909	101,405	651	Nil.	25,000
1909	28½	105	77,815	87,505	Nil.	Nil.	25,000
1910	26½	204	70,046	82,125	Nil.	Nil.	25,000
1911	28	In Out	108 65	23,650 9,654	17,717 95,350	1 Nil.	25,000
		Total	173	33,304	113,067	1	

221

ST. JOHN, PORT WADE AND BRIDGETOWN.

Vote 221.—Steam service between St. John, Port Wade and Bridgetown.

1911-12.. . . .	\$2,000
1912-13.. . . .	2,000

No contract has been entered into for this service.

222.

ST. JOHN AND ST. ANDREW’S, N.B.

MARITIME STEAMSHIP COMPANY, LTD.

Contract No. 41.

Vote 222.—Steam service between St. John, N. B., and St. Andrew’s, N. B., calling at intermediate points.

1911-12.. . . .	\$4,000
1912-13.. . . .	4,000

This service is performed by the Maritime Steamship Company, Limited, of Black’s Harbour, N.B., under contract dated May 22, 1911, which expires on March 31, 1912. The principal provisions of the contract are as follows:—

Service and Ports of Call.

1. The contractors having, on the first day of May next preceding the date of these presents, placed the steamer *Granville*, renamed *Connors Bros.*, which steamer is described as being 97 feet long, 21 feet 6 inches wide, and of a depth of 9 feet, gross tonnage of 123.47, with a cubic capacity under deck of about 6,500 feet, and a speed of 10 knots, on a route hereinafter described, and will carry on and maintain by means of the said steamer *Granville* renamed *Connors Bros.*, a regular steamship service between the city of St. John and the town of St. Andrew’s, in the province of New Brunswick, calling at Dipper Harbour, Black’s Harbour, Back Bay, Letete, Deer Island, St. George, as hereinafter described. And the contractors hereby further agree to furnish such other steamship or steamships as may be necessary from time to time, which steamships shall be subject to the approval of the minister. The service shall consist of one round trip per week, as follows:—

Yearly Arrangements.

Leave St. John for St. Andrew’s Saturday mornings, calling at Dipper Harbour, Beaver Harbour, Black’s Harbour, Back Bay or Letete, Deer Island and Red Store or St. George.
Returning leave St. Andrew’s for St. John Tuesday morning, calling at Letete or Back Bay, Black’s Harbour, Beaver Harbour and Dipper Harbour.

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Calls at Government Wharfs.

2. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Termination of Contract.

3. This contract shall remain in force until the 31st day of March, 1912, unless sooner terminated under the provisions of section 19 of this contract.

Subsidy: \$4,000 per annum.

4. The subsidy is at the rate of \$4,000 per annum, payable as follows: On the first of October of the year of these presents the sum of \$2,000; and on the 31st day of March, 1911, on the completion of the service herein contracted to be performed the further sum of \$2,000.

Carriage of Mails.

Clause 7 of the contract provides for the conveyance of mails.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H. P.	Speed	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Connors Bros	97	21.6	9	49	133	150	197	30	8	Shelburne, N.S	1904	Wood

Distances.

	Miles.	Miles.
St. John to Dipper Harbour.. . . .	19	
" Beaver Harbour.. . . .	36	
" Black's Harbour.. . . .	42	
" Lords Cove.. . . .	50	
" Back Bay.. . . .	55	
" Letete.. . . .	58	
" St. George.. . . .	68	
" St. Andrews.. . . .	80	

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
May 1 to Dec. 31, 1909.	26	873	2,672	Nil.	Nil.	Nil.	\$ 500
1910.	48	1,040	4,733	Nil.	Nil.	Nil.	2,500
1911.	49	In 568 Out 490	1,942 3,113	Nil.	98 98	..	3,384 62
		Total 1,058	5,055		196		

223.

ST. JOHN AND HALIFAX VIA YARMOUTH.

THE MAGDALEN ISLANDS STEAMSHIP COMPANY, LIMITED..

Contract No. 17.

Vote 223.—Steam service for not less than 52 full round weekly trips between St. John and Halifax, via Yarmouth and other way ports, during the season of 1912

NOTE.—This vote has been changed to read for 40 round trips in the Supplementary Estimates.

1911-12..	\$10,000
1912-13..	\$10,000

This service is performed by the Magdalen Islands Steamship Company, Limited, of Halifax, N.S., under terms of a contract bearing date April 6, 1911, and which expires on March 31, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service.

1. The contractors having on the first day of April next preceding the date of these presents placed the steamer *Amelia* of 357 gross tons and 103 net tons register, with a speed of 11 knots, upon the route between St. John, in the province of New Brunswick, and Halifax, in the province of Nova Scotia, and having maintained will continue to carry on and maintain by means of the said steamer from and after the date of commencement, a regular service between St. John and Halifax, calling both going and returning at Yarmouth, Clark's Harbour, Barrington, Shelburne, Lockport, Liverpool and Lunenburg, all in the province of Nova Scotia, once in each seven days, that is to say, making a round trip in seven days, until March 31, 1912, except during the period between December 20, and March 20, when the service may be discontinued, though may in the option of the contractors be performed until 40 round trips have been made during the period of this contract.

Provision for Changes in Service.

2. The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the vote governing the payment of the subsidy.

Uninterrupted Continuation of Service.

3. The service herein contracted for is to continue uninterruptedly in manner hereinbefore set forth, wind, weather, ice or fog or other *force majeure* permitting, but no subsidy shall be claimed or paid for any trip otherwise missed.

Termination of Contract.

4. This contract shall, unless sooner terminated under the provisions of section 21 hereof, remain in force until March 31, 1912.

Government Wharfs.

5. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$10,000 per Annum.

5. The subsidy is not to exceed \$10,000, based upon the requisite number of 40 round weekly voyages per annum, such subsidy to be payable quarterly, viz., two thousand five hundred dollars (\$2,500) on the first days each of July, October and January, and the balance of two thousand five hundred dollars (\$2,500) on the completion of the service on the 1st day of April, 1912; or in the event of less than the required number of weekly trips having been performed during any one quarter such proportionate sum as may have been earned during said quarter upon the first days of the said months of July, October, January and April.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Albatross . . .	145	22·8	12·8	103	356	230	40	69	11	Apr .	1894	Steel.

Distances.

	Miles.
Halifax to Lunenburg..	55
Lunenburg to Liverpool..	38
Liverpool to Lockport..	40
Lockport to Shelburne..	20
Shelburne to Barrington..	40
Barrington to Clarke's Harbour..	10
Clarke's Harbour to Yarmouth..	40
Yarmouth to St. John..	95
	338

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
*1907	38	421	18,450	Not stated.	Not stated.		\$7,884 61
					Bags.	Sacks.	
*1908	53	1,053	12,046	82	99	96	10,000 00
1909.....	32	237	8,749	Nil.	125	Nil.	7,884 40
1910.....	46	422	12,138	Nil.	141	11	9,038 28
1911.....	43	In 243	7,040	Nil.	125	9	6,528 50
		Out 299	3,766	Nil	45	Nil.	8,461 58
		Total 542	10,800		170	9	

* During 1907 and 1908 the service was performed by Wm. Thomson & Son, of St. John, N.B.

224.

ST. JOHN, N.B., AND MARGARETVILLE, PORT LORNE, PORT GEORGE, HARBOURVILLE AND MORDEN.

MARGARETVILLE STEAMSHIP COMPANY.

Contract No. 56.

Vote 224.—Steam service between St. John, N. B., and Margareville, Port Lorne, Port George Falls Harbour, Harbourville and Morden, N. S.

1911-12.....	\$2,500
1912-13.....	2,500

This service is performed by the Margareville Steamship Company, of Margareville, N.S., under terms of a contract bearing date June 1, 1911, which expired at the close of navigation in 1911. The principal provisions, aside from those common to all contracts, are as follows:—

Ports of Call—Frequency of Service.

1. The contractors being owners of and having control of the steamer *Ruby L*, a vessel of 118 tons gross register, with such adequate accommodation for both passengers and freight as is necessary for the service herein contracted for, and having on the first day of March last placed the said steamer on a route between the port of St. John, in the province of New Brunswick, and Margareville, in the province of Nova Scotia, and will therewith continue to carry on and maintain a regular weekly service between the said ports until the closing of navigation, that is to say, until ice and weather conditions will not permit of the running of a steamer over the said route in the autumn next following the date of these presents, prior to which time at least forty full round trips shall have been run, calling on all trips both ways at Port Lorne, Port George, Morden, Harbourville, and Hall's Harbour.

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Termination of Service.

2. This contract shall remain in force only until the close of navigation in 1911, unless continued for another season at the option of the minister, who hereby reserves the right to exercise such option.

Subsidy: \$2,500 per Annum.

3. Subsidy is payable at the rate of twenty-five hundred dollars (\$2,500) per annum, as follows: In the month of July next following the date of these presents the sum of one thousand two hundred and fifty dollars (\$1,250), and at the close of navigation in the present season one thousand two hundred and fifty dollars (\$1,250) or so much thereof as may have been earned on the basis of not less than forty full round trips during the year; and so in like manner for a subsequent year if the service is continued under the minister's option as above provided.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

Government Wharfs.

Clause 3 provides for calls at government wharfs whenever possible.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Or
	Ft.	Ft.	Ft.									
Ruby L.	93	20	8	49	118	110	40	16	9½	Margaretville....	1905	W.

Distances.

	Miles.
St. John to Port Lorne..	40
Port Lorne to Port George..	6
Port George to Margaretville..	6
Margaretville to Morden..	6
Morden to Harbourville..	7
Harbourville to Halls' Harbour..	15
	—
	80

TRAFFIC RETURNS.

Calendar Year.	Number of round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid.
1907..	34	149	2,300	Nil.	Nil.	\$1,350
1908..	40	610	1,260	Nil.	Nil.	2,500
1909..	40	178	1,945	3	Nil.	2,500
1910..	39	221	1,780	Nil.	Nil.	2,437 50
1911..	41	In 70 Out 109 Total 179	1,569 414 1,983	Nil.	Nil.	2,500

225.

ST. JOHN AND PORTS ON THE BAY OF FUNDY AND MINAS BASIN.

BAY OF FUNDY AND MINAS BASIN SS. CO.

Contract No. 71.

Vote 225.—*Steam service between St. John, N.B., and ports on the Bay of Fundy and Minas Basin, including Scott's Bay, Windsor and Port Williams, N.S.*

1911-12..	\$5,500
1912-13..	5,500

This service was performed by the Bay of Fundy and Minas Basin Steamship Company, Limited, of Margareville, N.S., under terms of a contract dated August 15, 1911, which expired on the close of navigation in 1911.

The principal terms of the contract were as follows:—

Service.

1. The contractors being the owners of and having control of the steamships *Margareville* of 57 net tons, and *Brunswick* of 73 net tons, with such adequate accommodation for both passengers and freight as is necessary for the service hereafter contracted for, and having on the opening of navigation of the current year placed the said steamers on the routes hereinafter specified, will continue thereafter such services as hereinafter stated until the close of navigation in the current year, that is to say: until the ice and weather conditions will no longer permit of the running of the steamer over the said route in the autumn next following the date of these presents.
2. The service herein contracted for shall consist of:—

(a) A regular weekly service between St. John, N.B., and Port Williams, N.S., calling at Parrsboro, each week and every two weeks calling at Scott's Bay, both ways; and it is further understood and agreed that not less than 32 round trips shall be made during the current season of navigation.

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(b) A regular weekly service between St. John, N.B., and Canning, N.S., calling at Spencer's Island, Wolfville, Parrsboro', Kingsport; and every two weeks calling at Windsor and Bass River; it being further understood and agreed that not less than 34 round trips shall be made during the current season of navigation.

Termination of Contract.

3. This contract shall remain in force until the close of navigation in the year 1911, unless cancelled under clause 20 hereof.

Government Wharves.

4. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$5,500 per annum.

5. Subsidy is payable at the rate of \$5,500 per annum, as follows:—
On the first day of September, the sum of \$2,100, on November 1 the sum of \$1,700, and at the close of navigation in the present season \$1,700, or so much thereof of the various instalments as may have been earned during the continuance of the period covered by each instalment of the subsidy.

Mails.

Clause 8 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.				Not stated		Knots			
Margaretville.....	90	20	8	37	107	100	.....	19	9	Margaretville	1910	Wood
Brunswick.....	110	23	8.7	73	184	125	40	42	10	Canning	1901	Wood

Distances.

	Miles.
St. John to Spencer's Island..	55
Spencer's Island to Parrsboro'..	25
Parrsboro' to Bass River..	20
Bass River to Kingsport..	25
Kingsport to Canning..	5
Canning to Wolfville..	5
	135

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run	Number of Passengers Carried.		Tons of Freight Carried.	Live Stock.	Bags, Mail.	Subsidy Paid.
1911.....	69	In	137	3,647	Nil.	Nil.	85,105 75
		Out	146	1,421			
		Total	283	5,068			

226.

ST. JOHN AND PORTS IN CUMBERLAND BASIN.

HARBINGER STEAMSHIP COMPANY, LIMITED.

Contract No. 59.

Vote 226.—Steam service between St. John and Ports in Cumberland Basin.

1911-12..	\$3,000
1912-13..	\$3,000

This service was performed by the Harbinger Steamship Company, Limited, of River Hebert, Cumberland County, N.S., under terms of a contract dated February 4, 1911, which expired at the close of navigation in 1911. The principal provisions, aside from those common to all contracts, were as follows:—

Service and Ports of Call.

1. The contractors will, at the earliest opening of navigation in the present year, that is to say, as soon as the ice will permit of the running of a steamer over the route hereinafter named, place their steamer, the *Harbinger*, of 108 gross tons, on the route between the City of St. John and ports in the province of New Brunswick, and the ports of Minudie and Joggin's Mines, in Cumberland county, in the province of Nova Scotia, and the ports of Riverside and Harvey, in Albert county, in the province of New Brunswick, and will carry on and maintain by means of the said steamer *Harbinger*, a regular weekly service between the City of St. John and all the several ports hereinbefore named, returning therefrom to the said City of St. John; provided, however, that a call shall not be required at Amherst Point wharf unless there is freight to take on or put off at the said point.

Termination of Contract

2. This contract shall remain in force until the close of navigation in the present year, unless sooner terminated under the provisions of section 19 of this contract.

Government Wharfs.

Clause 3 provides for calls at government wharfs whenever possible.

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Subsidy: \$3,000 per annum.

4. The subsidy is \$3,000, payable as follows: On the first day of July, \$1,000; on the first day of September, \$1,000; and \$1,000 upon the close of navigation and completion of the service, as herein contracted for.

Carriage of Mails

Clause 7 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE			Passenger Accommodation.	N. H. P.	Speed.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.									
Harbinger.....	97	20	8 4	46	108	100	46	16	8	Shelburne, N.S.	1901	Wood

Distances.

	Miles.
St. John to Harvey..	75
Harvey to Riverside..	4
Riverside to Joggins..	13
Joggins to Amherst Point..	18
Amherst Point to Minudie..	3
Minudie to River Hebert..	8
	121

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers.	Freight.	Live Stock.	Mails.	Subsidy Paid.
1909	39	Nil.	1,243	Nil.	Nil.	\$3,000
1910	38	40	3,055	Nil.	Nil.	3,000
1911	35	In 14 Out 12	85 1,865	Nil.	Nil.	3,000
		Total 26	1,950			

227.

ST. JOHN, WESTPORT AND OTHER WAY PORTS.

INSULAR STEAMSHIP COMPANY, LIMITED.

Contract No. 42.

Vote 227.—Steam service between St. John, Westport and other way ports

1911-12.. . . .	\$2,500
1912-13.. . . .	2,500

This service is performed by the Insular Steam-ship Company, Limited, of Westport, N.S., under terms of a contract bearing date May 10, 1911, which will expire on March 31, 1912. The principal provisions, aside from those common to all contracts, are as follows: -

Frequency of Service and Ports of Call.

1. The contractors having prior to the first day of April last placed their screw steamer the *Westport III.*, a vessel of 101 feet in length, 21 feet breadth and of a depth of 9 feet, of a gross registered tonnage of one hundred and forty tons, with adequate passenger accommodation and cabins for both gentlemen and ladies, on a route between St. John, in the province of New Brunswick, and Westport and Yarmouth, in the province of Nova Scotia, and including trips already run since the first day of April last past, will, prior to the thirty-first day of March next following the date of these presents, run the said steamer not less than forty-four regular trips between the said ports and return, calling on each trip both ways at Freeport, Tiverton, Little River, Mink Cove, Sandy Cove, Weymouth and Meteghan, unless ice prevents, on which last named date this contract shall determine and cease to be in force, unless sooner terminated under the provisions of section 9 hereof.

Government Wharfs.

2. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Substitute Steamer.

3. The contractors agree that their steamer shall not be taken off the route during the months of December, January, February and March during the performance of this contract, unless it be necessary to take the steamer *Westport III.*, off the route during the said months for the purpose of making absolutely necessary repairs, the contractors agreeing to supply a substitute steamer of about equal capacity, provided that such substitute steamer can be employed at such a rate that the gross expense of supplying said substitute steamer shall not exceed \$1,000 per month.

Subsidy: \$2,500 per annum.

The subsidy is two thousand and five hundred dollars (\$2,500) payable in sums of six hundred and twenty-five dollars (\$625) during each of the months of July, October, January and April next following the date of these presents.

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DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H. P.	Speed Knots	BUILT.		
	Length	Breadth	Depth	Net.	Gross.	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Westport III. . .	101	21	9	49	140	70	35	24	10	Shebburne	1903	Wood

Distances.

	Miles.
St. John to Tiverton.	51
Tiverton to Westport.	11
Westport to Meteghan.	8
Meteghan to Yarmouth.	30
	100
Westport to Freeport.	1
Freeport to Tiverton	11
Tiverton to Little River.	7
Little River to Mink Cove.	2½
Mink Cove to Sandy Cove.	2½
Sandy Cove to Weymouth.	8
	32

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail.	Subsidy Paid.
1907	43	1,800	1,790	Nil.	Nil.	\$1,500
1908	51	2,198	2,600	Nil.	Nil.	1,500
1909	46	2,110	1,475	Nil.	Nil.	1,500
1910	48	2,140	1,320	Nil.	Nil.	1,500
1911						
	47	In 959 Out 1,031	1,160 410	Nil.	Nil.	2,250
		Total 1,990	1,570			

228.

ST. JOHN, HALIFAX, WEST INDIES AND SOUTH AMERICA.

PICKFORD AND BLACK.

Contract No. 9.

Vote 228.—A line or lines of steamers to run between St. John and Halifax, or either, and the West Indies and South America

1911-12..	\$79,500
1912-13..	\$79,500

The Demerara service is run under terms of a contract entered into with Messrs. Pickford and Black, of Halifax, N.S., bearing date April 27, 1911, which will expire on June 30, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

1. The contractors shall, on or about the first day of July next after the date of these presents, place upon the route between the port of St. John, in the province of New Brunswick, and the port of Halifax, in the province of Nova Scotia, as ports of departure in the Dominion of Canada, and Georgetown, in British Guiana, as the port of arrival, a sufficient number of steamers of British register subject to the approval of the minister, and with the said steamers, will, until the 30th day of June, in the year 1912, perform the following service, commencing from either the Port of Halifax or the Port of St. John at the option of the contractors, viz:—

Frequency of Service.

(a) The sailings from Halifax shall be at regular intervals of eleven (11) days, calling at Bermuda, St. Kitts, Antigua, Barbados, Trinidad and Demerara, and returning to Halifax and St. John alternately, calling on the homeward voyage at Trinidad, Barbados and such other British West India Islands as may from time to time be deemed necessary by the contractors in the interests of the trade.

(b) The sailings from St. John shall be at intervals of twenty-two (22) days, calling at Halifax, Bermuda, St. Kitts, Antigua, Barbados, Trinidad, to Demerara, at returning to St. John, calling on the homeward voyage at Trinidad, Barbados and Bermuda and such other British West India Islands as may from time to time be deemed necessary by the contractors in the interests of the trade.

Register, Speed, Accommodation, &c., of Vessels Employed.

4. ‘The steamers employed in this service shall be British vessels of not less than 1,000 tons register, and shall be good, substantial and efficient steam vessels of adequate power and speed, and supplied with first-rate proper steam engines, and in all respects suited to the performance of the service, and shall be capable of maintaining and shall maintain, when employed on this service, an average speed of not less than ten (10) knots an hour, and shall be fitted with all necessary appliances for the reception, stowage and carriage of cargo.’

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Carriage of Mails.

A clause in the contract provides for the carriage of mails.

Calls at Foreign Ports.

12. 'The steamers employed in carrying out the provisions of this contract shall not on any voyages either outwards or homewards call at any foreign port not specified in this contract.

Subsidy: \$65,700 per Annum.

18. 'The annual subsidy is sixty-five thousand and seven hundred dollars (\$65,700), payable as follows: On the last day of each month during the continuance of this contract, the sum of five thousand four hundred and seventy-five dollars (\$5,475.)

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space	N. H. P.	Speed, Knots.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capac- city.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C. ft					
Ocamo..	300	1 33	8 25	0	1,228	1,910	2,250	44	27	As required.	Nil.	229	11	Glasgow....	1877 Iron.
Oruro	301	5 33	2 25	1	1,249	1,919	2,500	40	24		Nil.	233	11	Glasgow....	1878 Iron.
Sobo.	345	0 44	0 23	2	2,313	3,652	4,500	58	24		Nil.	370	12½	Whiteinch..	1899 Steel.
Almeriana...	324	8 40	2 25	1	1,824	2,906	4,302				Nil.	349	12	Middleboro' Port	1889 Steel.
Luristan..	358	44 9	24 3		2,072	3,286	5,364	18			Nil.	364	11	Glasgow.	1906 Steel.
Rhodesian	330	41 3	29 7		2,054	3,192	4,750	Nil			Nil.	329	11	Hebburn-on- Tyne ..	1890 Steel.
Cromarty..	300	41 5	27 2		1,735	2,741	4,715	Nil.			Nil.	229	10	Wellington Qu a y-o n- Tyne.	1892 Steel.

Distances.

	Miles.
Halifax to Bermuda..	750
Bermuda to Montserrat..	982
Montserrat to St. Lucia..	180
St. Lucia to St. Vincent..	55
St. Vincent to Barbados..	95
Barbados to Trinidad..	205
Trinidad to Demerara..	357
	2,624

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Demerara to Trinidad..	357
Trinidad to Barbados..	205
Barbados to St. Vincent..	95
St. Vincent to St. Lucia..	55
St. Lucia to Dominica..	83
Dominica to Montserrat	97
Montserrat to Antigua..	38
Antigua to St. Kitts..	60
St. Kitts to Bermuda..	925
Bermuda to St. John..	780
	<hr/>
	2,695
	<hr/>

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.			Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
1907	30	6,510			119,787	Not stated.	Not stated.		\$63,510
		1st Class.	2nd Class.	3rd Class.					
					Tons Weight.	Tons Measurement.	Lock Bags.	Tied Sacks	
1908	30	1,558	1,065	1,738	36,113	79,154	86	52 3,833	\$65,700
		Passengers.. . . .		4,361	Freight...115,267				
1909	30	1,573	987	1,993	63,129	54,953	1,100	246 3,805	\$65,700
		Passengers		4,553	Freight...118,082				
1910	30	1,595	1,170	2,748	66,474	82,800	390	463 3,225	
		Passengers. . . .		5,513	Freight.. 149,274				\$65,700
1911	29	In 526	401	797	50,109	13,994	Nil.	86 1,041	
		Out 518	456	549	19,818	62,404	151	123 1,502	\$65,700
		Total 1,044	857	1,346	69,927	76,398	151	209 2,543	
		Passengers .		3,247	Freight...146,325				

229.

ST. STEPHEN, N.B., ST. CROIX RIVER POINTS, DEER ISLAND, CAMPOBELLO, &c., &c.

DEER ISLAND AND CAMPOBELLO STEAMBOAT COMPANY.

Contract No. 31.

Note 229.—Steam service during the year 1912, between St. Stephen, N.B., St. Croix River Points, Deer Island, Campobello, and the inner islands, Passamaquoddy Bay and L'Etete or Black Bay.

1911-12..	\$3,000
1912-13..	\$3,000

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This service is performed by the Deer Island and Campobello Steamboat Company, of St. Stephen, N.B., under terms of a contract bearing date July 26, 1911, and which expired on December 31, 1911. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having on the first day of January last passed placed the steamer *Viking* on the route between Le Tete and St. Stephen, both in the province of New Brunswick, have maintained and will continue to maintain until the thirty-first day of December, in the year 1911, the service hereinafter described.

Frequency of service—Ports of call.

2. 'From the first day of January to the first of May, and from the first of November to the thirty-first of December, during the continuance of this contract, two round trips each week between Le Tete and St. Stephen, calling en route both going and coming at Back Bay, Lord's Cove, Richardsonville, Leonardville, Wilson's Beach, Welch Pool, Eastport (Maine), Indian Island, Fairhaven and St. Andrews; and from the first of May to the first of November three full round trips each week between the same ports, calling both going and returning at the above-mentioned places; provided, however, that the minister may authorize any change or changes in the service as above defined as may not be inconsistent with the vote governing the payment of the subsidy.

Government Wharfs.

3. 'In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Condition of SS. 'Viking.'

4. It is further understood and agreed that should the steamship *Viking* not be in a sufficiently good condition to pass a satisfactory inspection when required to do so by the proper officer or officers of the Department of Marine and Fisheries during the coming summer, this contract shall be cancelled forthwith unless the contractors are able within a reasonable time to make such repairs as the said officer or officers may determine are necessary to make the said steamship safe and seaworthy in all respects.

Subsidy: \$3,000 per annum.

5. 'The subsidy is at the rate of three thousand dollars (\$3,000) per annum, payable as follows: The sum of one thousand five hundred (\$1,500) on the first day of July, and the balance, viz., one thousand five hundred (\$1,500) on the completion of the service in each year during the continuance of this contract.

Carriage of Mails.

Clause 8 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
	Ft.	Ft.	Ft.			Not stated			Kts.	Ashtabula, Ohio.	1891	Wood
Viking	75	21	6.3	86	127		145	17	10			

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DESCRIPTION OF VESSELS EMPLOYED.

Distances.

	Miles.
St. Stephen to St. Andrews..	16
St. Andrews to Fairhaven..	8
Fairhaven to Indian Island	4
Indian Island to Eastport..	2
Eastport to Welshpool..	2
Welshpool to Wilson's Beach..	4
Wilson's Beach to Leonardville..	3
Leonardville to Richardsonville..	2
Richardsonville to Lord's Cove..	1
Lord's Cove to Le Tete..	5
Lord's Cove to Back Bay..	7

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.	156	9,200	2,530	Not stated.	Not stated.	\$3,000
1908.	156	8,392	1,210	Nil.	3,232 bags.	3,000
1909.	156	7,124	1,318	Nil.	3½ sacks. (4,980 bags.	3,000
1910.	167	6,880	1,180	Nil.	78 sacks. 5,252 bags.	3,000
1911	156	In 2,992 Out 3,761	178 1,042	Nil.	2,255 bags. 2,335 "	3,000
		Total 6,753	1,220		4,590 bags.	

230.

SYDNEY AND BAY ST. LAWRENCE.

NORTH SHORE STEAMSHIP COMPANY, LIMITED.

Contract No. 33.

Vote 230.—Steam service during the season of 1912, between Sydney and Bay St. Lawrence, calling at various ports.

1911-12..	\$6,500
1912-13..	\$6,500

This service is performed by the North Shore Steamship Company, Limited, of Sydney, N.S., under terms of a contract bearing date July 15, 1911, and which expired on the close of navigation, 1911. The principal provisions, aside from those common to all contracts, are as follows:—

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1. 'The contractors having on the opening of navigation next preceding the date of these presents, that is to say, as soon as the ice did permit of running, placed their steamer, the *Aspen*, of 350 gross tons and 200 net tons, on the routes between Sydney and St. Anne's Bay and Bay St. Lawrence, and from that date having maintained and will continue to maintain with the said steamer the following service:—

Frequency of service—Ports of call.

'From the opening of navigation as aforesaid until the 15th day of June, and from the 15th day of October to the close of navigation, that is to say, until the ice will not permit of the running of a steamer over the routes, one full round trip each week between Sydney and St. Anne's Bay, calling both going and returning at North Sydney, Breton Cove, Englishtown and North River; and one full round trip each week between Sydney and Bay St. Lawrence, calling both going and returning at North Sydney, Ingonish, Neil's Harbour, Aspy Bay and Cape North; and from the 15th day of June until the 15th day of October two full round trips each week between Sydney and St. Anne's Bay with calls as above given; and two full round trips each week between Sydney and Neil's Harbour, calling both going and returning at North Sydney and Ingonish, one trip each week to be extended to Bay St. Lawrence with calls at Aspy bay and Cape North.

Changes in Service.

2. The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

Termination of Contract.

3. 'This contract shall remain in force to the close of navigation in the present year 1911; that is to say, until the ice will not permit of the running of the steamer over the said route.

Calls at Government Wharfs.

4. 'In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$6,500 per Annum.

5. 'The subsidy is six thousand five hundred dollars (\$6,500), payable in quarterly instalments, or the sum of sixteen hundred and twenty-five dollars (\$1,625), on the last days of the months of June, August and October, and on the completion of the service at the close of navigation in the present year.

Carriage of Mails.

Clause 8 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed Knots	BUILT.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net.	Gross.	Capacity.				At	In	Of
Aspy...	113	25	8.5	99	215	250	250	42	10	Shelburne N.S.	1910	Wood

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Distances.

	Miles.
Sydney to North Sydney..	5
" Breton Cove..	27
" Englishtown..	39
" North River..	43
" Ingonish..	35
" Neil's Harbour..	47
" Aspy Bay..	59
" Cape North..	70
" Bay St. Lawrence..	85

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
*1907....	110	2,766	1,567	Not stated	Nil.	\$ 1,500
*1908....	123	3,863	1,945	183	Nil..	1,500
1909....	..	2,875	475	Nil.	Nil.	6,500
1910. . .	116	2,115	645	80	Nil.	6,500
1911... .	57	In 719	95	30		
Open Nav. to Aug. 31.		Out 756	294	Nil.	Nil.	3,250
		Total, 1,466	199	30		

*The service was performed by the Bras d'Or Steamboat Co., of North Sydney, N.S., during 1907 and 1908.

231.

SYDNEY AND WHYCOCOMAGH.

BRAS D'OR STEAMBOAT COMPANY, LIMITED.

Contract No. 34.

Vote 231.—Steam service during the season of 1912 between Sydney and Whycomagh.

1911-12..	\$3,000
1912-13..	3,000

This service is performed by the Bras d'Or Steamboat Company, Limited, of North Sydney, N.S., under terms of a contract bearing date July 21, 1911, and which expired on the close of navigation, 1911. The principal provisions, aside from those common to all contracts, are as follows: -

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1. The contractors having on the opening of navigation in the year of these presents, that is to say as soon as the ice did permit of the running of a steamer over the route placed their steamer, the *Marion*, on the route between Sydney and Whyecocomagh, and having maintained, will continue to maintain with the said steamer or some other steamer satisfactory to the minister until the close of navigation in the present year the following service:—

Frequency of Service—Ports of Call.

1. From the opening of navigation to the 15th of June, and from the 15th of October to the close of navigation in each year, two full round trips each week; and from the 15th of June to the 15th of October three full round trips each week between Sydney and Whyecocomagh, calling both going and returning at North Sydney, Big Bras d'Or, New Campbellton, Boularderie, Ross Ferry, Big Harbour, Kempt Head, Baddeck, Washabuck Centre, Nyanza and Little Narrows.

Change in Service.

2. The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$3,000 per Annum.

The subsidy is three thousand dollars (\$3,000) payable, one-half, or the sum of one thousand five hundred (\$1,500) on the 15th of August and the balance, or the sum of one thousand five hundred (\$1,500) on the completion of the service, as herein set forth.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passen- ger Accom- modation.	N.H. P.	Speed.	BUILT.		
	Length	Breadth	Depth.	Net.	Gross.	Capa- city.				At	In	Of
	Feet.	Feet.	Feet.									
Marion.	150	26.5	8	269	478	100	400	49	12	New York U.S.A.	1876	Wood

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Distances.

	Miles
Sydney to North Sydney..	5
North Sydney to Big Bras d'Or..	20
Big Bras d'Or to New Campbellton..	2
New Campbellton to Boularderie Centre	1
Boularderie Centre to Ross Ferry..	7
Ross Ferry to Big Harbour..	2
Big Harbour to Kempt Head..	6
Kempt Head to Baddeck..	5
Baddeck to Washabuck..	5
Washabuck to Nyanza..	6
Nyanza to Little Narrows..	10
Little Narrows to Whycomagh..	7
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TRAFFIC RETURNS.

Calendar Year.	No of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.	
1907	83	1,032	1,241	Not stated.	Nil.	\$1,000	
1908	82	1,097	1,242	2,860	Nil.	1,000	
1909	85	4,496	1,437	3,102	Nil.	2,000	
1910	88	6,049	1,403	4,226	Nil.	3,000	
1911..	78	In	3,193	786	4,542	Nil.	3,000
		Out	2,858	904	196	Nil.	3,000
Total . . .		6,651	1,690	4,738			

232.

FROM SYDNEY, AROUND THE ISLAND OF CAPE BRETON.

THE MERCHANTS' TRANSPORTATION COMPANY.

Contract No. 68.

Vote 232.—Steam service from North Sydney, N.S., around the Island of Cape Breton and return to Sydney.

1911-12..	\$5,000
1912-13..	\$5,000

This service was performed by the Merchants' Transportation Company, of Sydney, N.S., under terms of a contract dated June 28th, 1911, which expired on the close of navigation in 1911.

The principal terms of the contract were as follows:—

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Service.

1. The contractors, having on the opening of navigation in the present year placed their steamer the *Weymouth*, of 154 tons gross and 106 tons net on a route hereinafter described, sailing from Sydney, N.S., around the Island of Cape Breton and return to Sydney, and having maintained therewith will continue to maintain the service hereinafter described as follows:—

Sailing from the port of Sydney, N.S., calling at the ports of North Sydney, Port Morien, Mainadieu, Louisburg, Gabarus, L'Ardoise, Petit de Grat, Arichat, Mulgrave, Port Hood; Mabou, Margaree, Grand Etang, Cheticamp, Pleasant Bay, Bay St. Lawrence, Cape North, Neil's Harbour, Ingonish, returning to North Sydney and Sydney, the frequency of service will be from the 15th of June to the 15th of September, weekly trips; from the opening of navigation to the 15th of June and from the 15th of September to close of navigation a trip every ten days.

Expiry.

2. This contract shall continue in force and effect unless sooner terminated under the provisions of section 15 hereof until the close of navigation in the autumn or winter in the present year, when it shall cease and determine, unless renewed for another year at the option of the Minister.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all Government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$5,000 per annum.

4. The subsidy is \$5,000 per annum, payable as follows:—On the first day of August next, \$2,500, and at the close of navigation in the present year a further sum of \$2,500.

Mails.

Clause 7 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			N. H. P.	Speed.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.			At	In	Of
	Ft.	Ft.	Ft.											
Weymouth..	102.7	19	7.6	106	154	100	100	Nil.	Nil.	26	9	Weymouth,	1890	Weymouth
												N. S.		N. S.

Distances.	
Sydney to North Sydney..	5
North Sydney to Port Morien..	26½
Port Morien to Mainadieu..	12½
Mainadieu to Louisburg..	14
Louisburg to Gabarus..	11
Gabarus to L'Ardoise:..	45½
L'Ardoise to Petit de Grat..	14
Petit de Grat to Arichat..	7
Arichat to Mulgrave..	18
Mulgrave to Port Hood..	26
Port Hood to Mabou..	10
Mabou to Margaree..	30
Margaree to Grand Etang..	8
Grand Etang to Cheticamp..	9
Cheticamp to Pleasant Bay..	15
Pleasant Bay to Bay St. Lawrence..	21
Bay St. Lawrence to White Point..	14
White Point to Neil's Harbour..	5½
Neil's Harbour to Ingonish..	9
Ingonish to North Sydney..	30½
	331½

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run	Number of Passengers Carried.	TONS OF FREIGHT CARRIED.		Live Stock.	MAILS.		Subsidy Paid.
			Weight.	Measure ment.		Lock Bags.	Tied Sacks.	
1911	22	In 67	30	100	Nil.			
		Out 61	60	125	5			\$5,000
		Total, 128	90	225	5	Nil.	Nil.	

233.

VICTORIA AND SAN FRANCISCO.

PACIFIC COAST STEAMSHIP COMPANY.

Contract No. 10.

Vote 233.—Steam service between Victoria and San Francisco.

1911-12..	\$3,000
1912-13..	\$3,000

This service in one sense is run under the terms of the Act of Confederation, which provided that a steam service should be maintained between Victoria and San

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Francisco. At that time such a service was the only mode of travel or of transportation of mails, but for some years past the necessity for its use as a mail route has ceased to exist, as letter mails are invariably carried by rail, and only small quantities of newspapers and similar matter are carried by the steamers.

The service at present is run by the Pacific Coast Steamship Company of San Francisco, represented by Messrs. R. P. Rithet & Co., Ltd., Victoria, B.C., under terms of a contract bearing date February 23, 1910, and which expires March 31, 1913. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

1. The contractors will, on or before the first day of April in the present year, place their steamers, the *Queen*, of 2,727 tons; the *City of Puebla*, 2,623 tons, and the *Umatilla*, of 3,069 tons register, or such other steamers as may be from time to time approved by the minister, on a route between the city or port of San Francisco aforesaid and the city or port of Victoria also aforesaid, and will from and after the said date establish and maintain a regular service between the cities or ports aforesaid, sailing from and returning to each at intervals of not less frequency than seven days, and carry on such service until the thirty-first day of March, one thousand nine hundred and thirteen, unless this contract is sooner terminated under the provisions of section 16 thereof, or unless the said steamers should, prior to that date, discontinue regular calls at Victoria aforesaid, in which case this contract shall thereupon determine and cease to have effect.

Subsidy: \$3,000 per annum.

The subsidy is at the rate of three thousand dollars (\$3,000) per annum, payable as follows, viz.: \$1,000 on the first days of August and December next following the date of these presents, and \$1,000 on April 1, 1911, and continue the said payments upon the first days of the said months occurring during the further continuance of this contract.

Carriage of Mails.

Clause 4 of the contract provides for the carrying of mails.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.		Refrigerator Space	N. H. P.	Speed, Knots.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.				At	In	Of
	Ft.	Ft.	Ft.						C. ft					
Queen.....	331	38	12	1,672	2,728	2,000	225	125	Nil.	479	14	Philadelphia, Pa..	1882	Iron.
City of Puebla	320	38	6	1,713	2,624	1,800	175	100	Nil.	477	15	Philadelphia, Pa..	1881	Iron.
Umatilla.....	310	40	6	2,168	3,070	2,000	165	125	Nil.	336	14	Chester, Pa. . . .	1881	Iron.
Governor.	391	48	2	2,401	5,250	3,000	210	120	Nil.	679	15	Camden, N.J. . .	1907	Steel.
President ...	391	48	19	2,393	5,218	3,000	210	120	Nil.	601	15	"	1906	Steel.
State of California	306	38	6	1,260	2,266	1,200	100	100	Nil.	403	13	Philadelphia, Pa..	1878	Iron.

Distance

Victoria, B.C. to San Francisco, U.S.A., 750 miles.

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock Carried.	Mails Carried.	Subsidy Paid
			Weight	Meas.		Lock Bags. Tied Bags.	
1907	72	2,018		6,768	Nil.	Not stated.	\$3,000 00
1908	71						
1909	57	2,672	5,239	1,230	Nil.	79	3,000 00
1910	55	1,930	2,163	5,225	Nil.	Nil.	3,000 00
		1,970	2,130	6,230	Nil.	Nil.	3,000 00
		In 1,094	1,967	5,686	Nil.	Nil.	3,000 00
		Out 956	629	250			
1911.....	56	Total 2,050	2,596	5,936			

234.

VICTORIA, VANCOUVER, WAYPORTS AND SKAGWAY.

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 28.

Vote 234.—Steam service between Victoria, Vancouver, way ports and Skagway.

1911-12..	\$12,500
1912-13..	\$12,500

This service is performed by the Canadian Pacific Railway Company under terms of a contract bearing date February 11, 1911. This contract will expire on March 31, 1912.

The principal provisions, aside from those common to all contracts are as follows:—

1. The contractors will on the first day of April next following the date of these presents place such steamers as may be necessary to properly perform the services hereinafter specified, and of a class as regards size, speed and equipment satisfactory to the minister; and will from the said date, and thereafter during the continuance of this agreement, perform a service as follows, viz.:—

Between Victoria in the province of British Columbia, and Skagway in Alaska, calling at Vancouver, Port Essington, Prince Rupert, Port Simpson and Ketchikan.

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Sailings.

2. There shall be run between the terminal ports hereinbefore mentioned during the period covered by this agreement four complete round trips during each of the months of June, July, August, September and October, two complete round trips during each of the months of November, December, January and February, and not less than three complete round trips during the months of March, April and May. The days of sailing from Victoria shall be such as are approved by the minister and in the event of change such change shall be duly advertised at least two weeks in advance.

Calls at American ports.

Clause 3 provides that calls may be made at the American ports herein stipulated in Alaska, on outward trips only.

Termination of Contract.

4. This agreement shall remain in force and have effect until March 31, 1912, unless sooner terminated under the provisions of section 19 hereof.

Mails.

Clause 7 provides for the carriage of mails without further payment than the subsidy herein provided for, or already further provided for by the Post Office Department.

Subsidy: \$12,500 per annum.

20. Subsidy is payable at the rate of \$12,500 per annum, in equal instalments of \$3,125, on the first days of July, October, January and April occurring during the twelve months period covered by the contract.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMO- DATION.			Refrigerator Space	N. H. P.	Speed, Knots.	BUILT		
	Length.	Breadth	Depth.	Net	Gross.	Capa- city.	1st Class.	2nd Class.	3rd Class.				At	In	Or
	Ft.	Ft.	Ft.							C.F					
Princess Charlotte..	330·0	46·7	23·7	1,999	3,844	500	274	..	..	Nil.	795	20	Glasgow ...	1908	Steel.
Princess Victoria..	300·0	40·5	15·2	428	1,943	400	168	60	..	Nil.	434	20	North Shields...	1903	..
Princess Eua..	195·1	38·2	14·8	827	1,368	250	..	..	..	Nil.	75	12	Garston, Eng...	1907	..
Princess May	249·0	33·2	17·7	892	1,717	500	160	..	70	Nil.	287	15	Newcastle-on-Tyne	1888	..
Princess Beatrice..	193·4	37·4	15·2	635	1,290	250	100	..	..	Nil.	100	15	Victoria, B.C. ..	1903	Wood
Princess Royal..	228·0	40·0	16·6	981	1,997	450	154	60	..	Nil.	302	15	..	1907	..
Charmer..	200·0	42·0	12·9	497	1,044	300	90	..	..	Nil.	188	13	San Francisco, 1886	Steel.	
Amur	216·0	28·1	11·2	370	907	300	60	..	60	Nil.	170	12	U.S. Sunderland	1890	..
Otter.....	128·0	24·5	11·0	232	366	250	64	..	60	Nil.	24	10	Victoria, B.C...	1900	Wood
Tees..	165	26	16	330	569	450	Not stated.			Nil.	200	14	Thornaby-on- Tees.	1893	Steel.

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Sailings.

1. The Contractors will on the first day of April next following the date of these presents place steamers necessary to properly perform the services hereinafter specified, and of a class as regards size, speed and equipment satisfactory to the minister, and will from the said date and thereafter during the continuance of this agreement run the same on and over the routes and in manner as follows, viz.:—

Four complete round trips each month from April to September, both inclusive, the sailings during the said months to be every Tuesday, viz.:—Two trips from Victoria to Clayoquot and way ports; one trip from Victoria to Quatsino including Clayoquot and way ports; one trip from Victoria to Holberg including Quatsino, Clayoquot and way ports; for the balance of the year, three complete round trips each month—One to Holberg and way ports, including Quatsino, one to Quatsino including way ports and one to Clayoquot.

Leaving Victoria the ports of call shall be as follows:—Port Renfrew, Carmanah, Cla-oose, Bamfield, New Alberni, Sechart, Ucluelet, Clayoquot, Christie School, Ahousat, Hesquiot, Friendly Cove, Whaling Station, Kyuquot, Winter Harbour, Quatsino and Holberg. If sufficient business offers, calls shall be made at Dodge's Cove, Uchucklesit, Port Hughes and Neuchatlitz.

Termination of Contract.

2. This agreement shall remain in force and have effect until March 31, 1912, unless sooner terminated by mutual consent or under the provisions of Section 17 hereof.

Mails.

Clause 4 of the contract provides for the carriage of mails.

Subsidy: \$5,000 per Annum.

17. Subsidy is payable at the rate of \$5,000, payable in quarterly instalments of \$1,250, on the last day of the months of June, September, December and March during the continuance of this contract.

Distances.

	Knots.
Victoria to Port Renfrew..	54
Port Renfrew to Carmanah..	15
Carmanah to Cla-oose..	5
Cla-oose to Bamfield..	25
Bamfield to New Alberni..	34
New Alberni to Sechart..	34
Sechart to Ucluelet..	12
Ucluelet to Clayoquot..	26
Clayoquot to Christie's School..	3
Christie's School to Ahousat..	9
Ahousat to Hesquiot..	36
Hesquiot to Friendly Cove..	25
Friendly Cove to Whaling Station..	68
Whaling Station to Kyuquot..	11
Kyuquot to Winter Harbour	45
Winter Harbour to Quatsino..	22
Quatsino to Holberg..	23

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DESCRIPTION OF VESSEL EMPLOYED.

NAME	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Speed.	N.H.P.	Speed, Knots.	BUILD.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Or
Tees.	165	26	16	330	569	450	Not stated.			200	14	Thornaby-on Tees.	1893	Steel.	

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Meas.		Lock Bags.	Tied Sacks.	
1907				6,037		8,999	Not stated	Not stated.		Included in amount of \$17,500 paid under previous vote.
1908				5,606		10,480	151	745		Included in amount of \$4,375 paid under previous vote.
1909		3,173	1,318	305	5,837	5,887	63	1,064	972	Included in amount of \$17,500 paid under previous vote.
1910		4,692	1,017	595	4,257	6,367	62	1,379	998	\$5,000
1911	North	2,251	193	343	4,571	874	62	736	360	3,750 (to Sep. 30)
	South	1,557	155	433	2,501	138	5	476	374	
Jan. 1 to Sept. 30.	Total	3,788	348	776	7,072	1,012	67	1,212	734	

AUTHORIZED BY STATUTE.

(1-2 George V, chapter 25.)

CANADA, CHINA AND JAPAN.

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 39.

1911-12.	\$121,666.66
1912-13.	\$121,666.66

This service is run under contract between the Imperial government and the Canadian Pacific Railway Company, bearing date of November 11, 1911, covering a period of service from April 7, 1911, to April 6, 1913.

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Aside from the usual requirements, the present contract provides among other things as follows:—

Frequency of Service—Terminal ports.

2. 'Subject to the provisions of this agreement the company shall and will during the continuance of this agreement at their own costs and charges in all respects convey or cause to be conveyed once in every three weeks during the summer season, and once in every four weeks during the winter season in each direction all mails which the postmaster general or any of his deputies, officers, servants or agents shall from time to time require to be conveyed in either direction between Liverpool in England and the port of Hong Kong in China and between the several ports and places en route hereinafter specified. Such conveyance shall be effected by way of Halifax, St. John, Quebec or Rimouski (as hereinafter provided) in the Dominion of Canada and the port of Vancouver in the same Dominion, and shall be effected between Halifax, St. John, Quebec or Rimouski (as the case may be) and the said port of Vancouver by means of railway trains and between Liverpool and Halifax, St. John, Quebec or Rimouski (as the case may be) and between the said port of Vancouver and the said port of Hong Kong by means of mail ships. All such trains and mail ships respectively shall be provided by the company and such conveyance shall be conducted throughout as one continuous and complete service, and the company shall be responsible for the safe conveyance and delivery of the mails by means of such trains and mail ships.

Summer and Winter Ports in Canada.

3. 'Subject to the provisions of this agreement all mails to be conveyed by the company in pursuance of the agreement by means of railway trains shall be conveyed over the railways of the company during the summer season from and to Quebec or Rimouski direct to and from the mail ships to be despatched from and to arrive at the said port of Vancouver; and during the winter season from and to Halifax or St. John direct to and from the said mail ships at the said port of Vancouver.

Manner of Conveyance of Mails.

5. 'Subject to the provisions of this agreement, the conveyance of the mails between Liverpool and Hong-Kong shall be effected by the company in the following manner:—

(1) 'On the journey from Liverpool to Hong-Kong, one of the mail ships shall put to sea from Liverpool at the time appointed by the Postmaster General, and shall proceed on her voyage to Halifax, St. John, Quebec or Rimouski (as the case may be). At Halifax, St. John, Quebec, or Rimouski (as the case may be) the company shall transfer the mails to one of the trains to be provided by the company. The said train shall then forthwith start and shall proceed to the said port of Vancouver, stopping at such places as the company shall appoint. At the said port of Vancouver, the company shall transfer the mails to one of the mail ships, which shall then forthwith put to sea, and proceed on her voyage to Hong-Kong, touching or calling at the several ports or places hereinafter specified.

(2) 'On the journey from Hong-Kong to Liverpool: The services above described shall be reversed and the mails conveyed in manner aforesaid (*mutatis mutandis*) in the contrary direction.

(3) 'On both journeys: The company shall at each of the ports hereinafter specified at which the mail ships shall call or stop or from which they shall start, and at each of the places at which the trains shall stop or from which they shall start.

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accept such mails as shall under the provisions hereof be there tendered to them for conveyance, and deliver thereat such mails as shall under the provisions hereof have been entrusted to them for such delivery.

Ports of Call in China and Japan.

6. On the voyages in both directions between Vancouver and Hong-Kong the mail ships shall call at Yokohama and Shanghai, and may also (at the option of the company) call at the ports of Victoria, Nagasaki, and Hiro (Kobe), and at Amoy or other China ports.

Contract Time for the Conveyance of Mails.

7. 'All mails to be conveyed under the provisions of this agreement by such trains and mail ships respectively as aforesaid from Liverpool to the port of Hong-Kong, or from Hong-Kong to Liverpool, shall be so conveyed by the company during the continuance of this agreement within the complete and entire periods next hereinafter mentioned (that is to say) when the conveyance shall be by way of Quebec or Rimouski within a total period of 818 hours, and when the conveyance shall be by way of Halifax, or St. John within a total period of 853 hours, which said periods respectively shall be calculated in the manner hereinafter mentioned or specified, and shall respectively include all stoppages of the mail ships and trains.

Conveyance of Mails between United Kingdom and Canada.

11. 'In addition to the services above described the company shall, without further payment than the subsidy hereinafter mentioned, convey by any of their steamships or other vessels plying between any port or ports in the United Kingdom and any port or ports in the Dominion of Canada any mails which the Postmaster General may tender for conveyance by such vessels between any ports or places (including ports of departure and destination) on the routes thereof respectively.

Conveyance of Canadian Trade Commissioners.

Clause 28 provides for the free carriage of Canadian Trade Commissioners when travelling upon official duties, or being transferred from one post to another, with their wives and children, as first class passengers, and with free transportation of their household effects.

No Preference to Foreign Firms.

29. The company shall not, in relation to the conveyance of persons or goods by mail ships give or agree to give any undue preference to traders or other customers or persons outside the United Kingdom and the possessions and dependencies of the British Crown as compared with traders, customers and persons in the said United Kingdom, possessions or dependencies.

Subsidy: £45,000 per annum.

40. 'In consideration of the covenants and agreements herein contained and on the part of the company to be observed and performed, and of the due and faithful performance by the company of all the services under this agreement, there shall be payable to the company during the continuance of this agreement (out of such aids or supplies as may from time to time be appropriated by parliament for that purpose) a yearly subsidy or sum after the rate of £45,000 per annum, or (in the event of any such default or failure as hereinafter mentioned) so much of the said subsidy or

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sum as shall remain payable in respect of any year after making such deductions therefrom (if any) as hereinafter in that behalf mentioned in respect of any such default or failure.

NOTE.—Of the above-mentioned subsidy of £45,000, Canada contributes £25,000, and Great Britain £20,000.

Deductions from Subsidy.

41. If at any time the company fail to provide a mail ship at the port of Liverpool or Hong-Kong, ready to put to sea, on and at the appointed day or hour, or if such mail ship fail to start or put to sea, on and at the appointed day and hour or so soon thereafter (regard being had to practical considerations) as the anchor of the mail ship can be weighed or the ship loosed from her moorings, then and so often as any such default shall happen there shall be deducted from the subsidy which would in the absence of any such default be payable to the company for the current year the sum of £500, and also the further sum of £100 for every successive 24 hours which shall elapse until such mail ship actually starts or proceeds to sea on the appointed voyage in pursuance of this agreement. Provided always, that the total amount of the sums deducted as last aforesaid shall not in the aggregate exceed by a sum greater than the sum of £500, that part of the said subsidy of £45,000 for the current year which shall be applicable to the whole journey, reckoned from the port of departure to the port of arrival, in respect of which default shall have been made.

42. If at any time or times the mails shall not be conveyed from Liverpool to Hong-Kong or from Hong-Kong to Liverpool as aforesaid within the respective periods of transit hereinbefore stipulated in that behalf, then and so often as the same shall happen there shall be deducted from the subsidy, which but for this provision would be payable to the company for the current year a sum of £100 for every complete period of 12 hours by which the time actually occupied in the conveyance of such mails shall have exceeded the period of transit hereinbefore stipulated in that behalf respectively. Provided always, that the total amount of the sums deducted in respect of any default or failure as hereinbefore mentioned in the delivery of mails shall not exceed that part of the said subsidy of £45,000 for the current year, which shall be applicable to the journey in respect of which such default or failure occurs.

Provided also that no such deductions as in this clause mentioned shall be made in respect of any such default or failure as aforesaid if the company shall prove to the satisfaction of the Postmaster General that such default or failure arose from any cause or causes altogether beyond the control of the company.

Manner and Time of Subsidy Payments.

44. (1) 'Subject to the provisions herein contained, the said subsidy shall be paid by equal quarterly payments on or as soon as conveniently may be after the days hereinafter in this article mentioned.

(2) 'All accounts in relation to the said subsidy, and any deduction therefrom or additions thereto as hereinbefore provided, shall be made out and settled quarterly up to and on or as soon as conveniently may be after the 31st day of March, the 30th day of June, the 30th day of September and the 31st day of December in each year, and the amount or balance (if any) which shall be justly due to the company on each such quarterly account shall be paid by the Postmaster General out of such aids or supplies as aforesaid upon the settlement of such account; and for the purposes of such accounts, and subject as aforesaid the said yearly subsidy of £45,000 or any increased or decreased subsidy which may become payable under or by virtue of any of the provisions herein contained shall be deemed to accrue from day to day

subject to the liability of the same to be altered by such additions or deductions as aforesaid.

Termination of Agreement.

15. This agreement shall be deemed to have commenced on the 7th day of April, 1911, and shall continue in force until the 6th day of April, 1913, and shall then absolutely determine.

NAME	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMO- DATION.			Refrigerator Space	N. H.P.	Knots, speed.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross	Capacity.	1st Class.	3rd Class.	4th Class.				At	In	On
	Ft.	Ft.	Ft.							Cu. Ft.					
Empress of India.	455	65	23	3,032	5,934	3,000	200	40	1,000	Nil.	1,167	15	Barrow	1891	Steel.
Empress of China.	455	65	23	3,046	5,947	3,000	200	40	1,000	Nil.	1,167	15	Barrow	1891	Steel.
Empress of Japan.	455	65	23	3,039	5,940	3,000	200	40	1,000	Nil.	1,167	15	Barrow	1891	Steel.
Monteagle.	445	65	22	3,953	6,163	5,500	Nil.	97	1,000	24,785	705		Barrow	1899	Steel.

Distances.

	Miles
Vancouver to Yokohama..	4,283
Yokohama to Kobe..	346
Kobe to Nagasaki..	384
Nagasaki to Woosung..	448
Woosung to Hongkong..	810
Total—Vancouver to Hong-Kong..	6,271

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips Run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
		1st Class.	3rd Class.	4th Class.	Weight.	Meas.		Lock Bags.	Tied Sacks.	
1908		1,282	867	10,185	21,296	42,110	...	25,733		\$ 108,770 00
1909		1,106	767	8,239	26,712		Nil.	18,158	7,382	\$ 121,301 64
1910	195	1,578	942	9,975	10,952	72,538 and 2,828,034 ft. lumber.	Nil.	28,133	4,038	\$ 121,666 26
1911	12 In Out	697 429	565 176	4,846 2,184	Nil.	23,434 14,878	Nil.	6,578 13,336	Nil.	\$ 121,666 66
Total		1,126	741	7,030		40,332		19,914		

SESSIONAL PAPER No. 10e

AUTHORIZED BY STATUTE.

(8-9 Edward VII., Chapter 36.)

CANADA AND FRANCE.

Contract No. 32.

H. AND A. ALLAN.

1911-12..	\$200,000
1912-13..	\$200,000

This service is performed by Messrs. H. and A. Allan, of Montreal, under terms of a contract bearing date of March 10, 1911, which will expire on the opening of navigation in 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Service—Speed.

1. The contractors owning and controlling in their capacity aforesaid, the steamships *Pomeranian*, *Sardinian*, *Corinthian* or *Sicilian*, will establish upon the opening of navigation in the year next succeeding the date of these presents (and with the assistance of such other steamships as may be approved by the minister) and from that time maintain for one year a regular direct steamship service between a port or ports in the Dominion of Canada and a port or ports in France, with the option upon the part of the contractors of extending each eastbound voyage to a port or ports in Great Britain as hereinafter defined with not less than three steamships, each of which shall not be less than 3,000 tons gross register, with a carrying capacity of 4,500 tons available for agricultural products, merchandise and all other kinds of freight, each of which shall also be fitted with such amount of cold storage accommodation and under such regulations as the minister may require, and thereafter during the continuance of this contract to be at all times subject to the approval of the minister. The speed of the said steamers at sea when loaded and while so employed shall be during the term of this contract a minimum of not less than ten knots per hour, such steamers to be fully equipped in the most approved and modern style.

Ports of Call.

2. It is understood and agreed that during the season of open navigation on the River St. Lawrence covered by this contract, the terminal ports in Canada shall be Montreal or Quebec, and during the season of closed navigation on the St. Lawrence such terminal ports shall be Halifax or St. John, at contractors' option, subject to the approval of the minister; and it is understood and agreed that the ports of call in France upon each eastbound and westbound trip shall be Cherbourg or Havre, or both, at the option of the contractors, and each eastbound trip to be extended at the option of the contractors to a port or ports in Great Britain; provided, however, that in any event the first port of call after leaving Canada shall be a port in France and that the last port of departure for Canada shall also be a port in France.

Frequency of Service.

3. 'It is understood and agreed that the number of round voyages from France to Canada and return as herein stipulated during the continuance of this contract shall not be less than fifteen yearly; that is to say, that during the months of May to November, inclusive, in each year there shall be run not less than two full round

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voyages each month and during the remaining months of December to April, inclusive, the remaining voyages shall be performed; such service to be regular and uninterrupted with sailings on such fixed dates as may be approved of by the minister, and such dates shall be by the contractors regularly advertised at least two weeks in advance of every such sailing. It is further understood and agreed that at the option of the contractors the number of round voyages from France to Canada and return as herein stipulated may be increased to a maximum of thirty per annum, such additional voyages, if run, to be run regularly with sailings on such fixed dates as may be approved by the minister, and such dates shall be by the contractors regularly advertised as hereinbefore provided.

Subsidy: At the rate of \$5,555.55 to \$6,666.65 for each round voyage, but not to exceed \$200,000 per annum.

4. The subsidy is at the rate of \$5,555.55 for each round voyage completed at an average speed of 10 knots, and \$555.55 extra for each knot exceeding an average speed of 10 knots per hour, up to and including an average speed of 12 knots; provided, however, that the total amount of subsidy to be claimed or paid for the said one year's service shall not exceed the sum of \$200,000, such subsidy being payable in quarterly instalments on the first day of each of the months of July, October, January and April, occurring during the continuance of this contract. Provided also that it is the true intent and meaning of these presents that the contractors shall have no claim to payment of any instalment of subsidy or any part thereof unless up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and unless all the provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out according to the true intent and meaning of these presents: it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to necessitate their being docked for repairs, the failure to perform the terms of this contract during such accident and the time reasonably occupied in such repairs, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for such repairs, but there shall be no claim for or payment of any subsidy in respect of any voyage not actually performed.

Speed Calculations.

5. It is further understood and agreed that the average speed referred to in clause 4 shall be computed on the basis of the elapsed time of the round voyage, less delays by reason of fog and ice only, or in the case of heavy weather as hereinafter in this clause provided, and the distance shall be taken to be the actual mileage shown by the logs of the respective steamships.

(a) No additional subsidy shall be paid for a higher speed than 12 knots.

Notwithstanding any other provisions in this contract, no allowance for heavy weather shall be considered in calculating the speed during any one round voyage for any heavy weather delays less than a total of twenty hours; but the elapsed time shall be taken in calculating the said speed. In the case of any delays for heavy weather amounting to twenty hours or more upon any round voyage, the minister may in his discretion eliminate such additional time in calculating the said speed upon satisfactory evidence of such delays being submitted to the minister in writing.

SESSIONAL PAPER No. 10e

Freight Rates.

7. 'It is hereby agreed that the rates charged for freights to or from any Canadian port included in this contract shall not exceed the rates charged by regular passenger steamers to or from New York, Boston and Portland, to or from the port of Havre, and the minister may at any time, if he deem it advisable, and after sufficient notice to the contractors, revise the rates to be charged on all classes of goods, such revision to be in all cases consistent with a fair and sufficient remuneration for the services performed by such steamers, and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all freights that may be offered or that can be reasonably procured at rates which shall not be in excess of the aforesaid rates, and in no case shall any discrimination be made as regards rates or otherwise, directly or indirectly against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers.

Freight booked to Halifax or St. John to be delivered to Intercolonial Railway.

7. 'It is hereby agreed by the contractors that, as the aid herein expressed and provided for by the government is for the express purpose of encouraging the development of Canadian trade and the transportation of Canadian goods through Canadian channels, the company accepts the aid on these conditions, and agrees that all freight booked or carried by the said steamships from a port in France, and during the time these ships make Halifax or St. John their terminal port, shall, when not otherwise routed by shippers or consignees, be delivered to the Intercolonial Railway at Halifax or St. John for shipment to final destination in Canada, provided that the rates demanded by the Intercolonial Railway shall not be in excess of the rates charged by any railway company from said ports to final destination in Canada.

Passengers for Quebec and Maritime Provinces to be delivered to Intercolonial Railway at Halifax—Freight for France to be carried by Intercolonial Railway.

Contractors are to hand over to the Intercolonial Railway at Halifax passengers for points in the maritime provinces or the province of Quebec, providing the routing of such passengers is controlled by the contractors, and that they are not otherwise routed. It is further agreed that the contractors, through their agents in Canada shall use all and every effort to have all such freight for export as may be secured by them for a port in France at which the subsidized line may call, delivered to the Intercolonial Railway at Montreal.

Trade Commissioners.

Clause 9 provides for free transportation of Canadian Trade Commissioners, their wives, children and household effects, and also of Canadian commercial agents, when such commissioners and agents are travelling upon official duties.

Carriage of Mails.

Clause 12 of the contract provides for the carriage of mails

Calls at Foreign Ports.

18. 'The steamers employed in carrying out the provisions of this contract shall not on any voyage either outwards or homewards call at any foreign port not specified in this contract.

Description of Vessels Employed.

NAME	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N. H. P.	Speed, Knots.	BUILD		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Corinthian. . . .	430	54	2 28'2	4,046	6,270	5,146	32	170	800	12,732	447.12	Belfast...	1900	Steel	
Sicilian	430	54	2 28'2	3,963	6,229	5,157	32	170	800	14,966	442.12	Belfast..	1899	Steel	
Sardinian.	400	42	3 34'6	2,788	4,349	4,324	Nil.	147	424	7,500	316.11	Greenock	1875	Iron.	
Pomeranian	381	43	8 33'1	2,700	4,207	3,127	Nil	120	548	16,211	316.11	Hull . .	1882	Iron.	
Lake Erie	446	52	0 35'5	4,846	7,535		Not	stated			750 . .	Whiteinch...	1900	Steel	

The distance between Havre and Halifax is given as 2,705 miles; between Havre and Montreal as 3,041 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips run.	Number of Passengers Carried.		Tons of Freight Carried.		Live Stock.	Mails.	Subsidies Paid.
1907..			4,690		24,473	Not stated..	Not stated.....	\$111,111 00
		Second Class.	Third Class.	Weight.	Meas.			
1908		1,056	1,813	19,231	5,534	Nil.	1 bag.	\$136,110 98
1909		1,116	1,873	14,964	9,888	Nil.	16 bags.	\$136,110 98
1910 .		1,595	2,781	19,565	21,061	Nil.	9 bags.	\$190,832 96
1911....	28	East West	412 704	410 1,463	8,215 6,749	4,147 5,741	Nil. 15 bags.	\$140,199 63 (to Sept.30,1912) (Dec. claim not paid yet).
		Total	1,116	1,873	14,964	9,888	15 bags.	

SESSIONAL PAPER No. 10e

SOME CLAUSES COMMON TO ALL CONTRACTS.

NOTE.—Some of the principal sections common to all contracts, and as such hereinbefore frequently referred to, read as follows:—

Proof of Performance of Service to be Furnished.

The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence, as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and the full performance on their part of the services, requirements and conditions of this contract in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified shall be a condition, precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

British Subjects.

It is further understood and agreed by the contractors, that two-thirds of the total number of officers, engineers, stewards, crew or other employees whatsoever upon the steamships engaged in the performance of the service herein contracted for, shall be British subjects, but the non-observance of this clause shall not constitute a violation of this contract in such individual cases as may from time to time be approved by the minister in writing.

Equipment of Steamers.

The steamers to be employed as herein specified, shall at all times during the continuance of this contract be fully seaworthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freights to be carried over the routes specified; and shall, at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.

Accommodation for Mails.

The said steamers shall be provided with sufficient and convenient accommodation and protection for all such mails, to the satisfaction of the Honourable the Postmaster General of Canada for the time being, and the contractor shall further take

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all reasonable and necessary precautions for the protection of such mails while upon the said steamers or while in the contractors' charge or custody, from loss, damage or injury in any way, and the contractors shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the contractors, their agents or servants, or on the part of the officers, employees or crew on board the said steamers, and this without regard to any question as to the legal liability of the Postmaster General to the owners of the articles of mail matter contained in such mails for damage or loss sustained in transit.

Definition of term 'Mails.'

'The expression "mails" for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, post cards, newspapers, parcels, books, or printed papers, and all other articles which under the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used or to be used in carrying on the post office service, or which shall ordinarily be sent by or to or from the post offices.

No Letters except H. M. Mails to be Carried.

'The contractors shall not, nor shall any of their agents or servants, or officers or crew of the said steamers receive or permit to be received on board of the said steamers any letters for conveyance other than those contained in His Majesty's mails, or which are or may be privileged by law, nor the mails of any other country, except such as are specified by the Postmaster General of Canada, for the time being.

Government Officials to be Carried free of Charge.

The Honourable the Postmaster General of Canada, or the Honourable the Minister of Trade and Commerce for the time being, or any inspector or officer of the Post Office Department or of the Department of Trade and Commerce, who may in the execution of his duty travel in the said steamers, shall be carried free of charge.

Proper Accounts to be Kept.

The contractors shall keep full and proper accounts of and in connection with the working of this service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of their business; and in any contingency which, in the opinion of the minister, may render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

Substitutes for Disabled Steamers.

It is understood that if the said steamer shall be by peril of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case as soon as reasonably may be, having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister in case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances.

SESSIONAL PAPER No. 10e

Freight and Passenger Tariffs—Proof of Performance of Service to be Furnished.

‘The contractors shall carry on each steamer running under this contract, according to its capacity, on all voyages, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates, both as to passengers and freight, which may be from time to time approved by the minister; and the contractors shall furnish to the minister such documents, information and evidence as may be required by the minister, to show the volume, extent and value of the trade carried on by the said steamer, and such customs certificates, documents and evidence as may be necessary or as may be required by the minister to prove the performance of the service herein contracted for, and to enable the minister to judge as to whether this contract is being carefully and faithfully carried out and performed and the furnishing of such certificates, documents, information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for or any portion thereof.

Deductions from Subsidy—Time-tables to be Furnished—Docking Disabled Steamers.

‘Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so; it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

Carriage of Mails.

‘The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf or under the direction of the postal authorities of Canada, or those at the terminal port or ports of call

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herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

Freight and Passenger Rates to be Approved by the Minister.

*The contractors shall at least three weeks prior to the first sailing under this contract, furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and west bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods, and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly, against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on east-bound trips, sailing from or as hereinbefore provided, on through bills of lading to from any place in the provinces of Ontario and Quebec, or from any Canadian points farther west, shall in no case be greater than from the same place to via any United States route or port; and on west-bound trips the rates from to any place in Ontario or Quebec, or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of or and aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

Calls at Foreign Ports.

*The steamer employed in carrying out the provisions of this contract shall not on any of its trips call at any foreign port not specified in this contract.

Carriage of nitro-glycerine or dangerous articles.

*The contractor shall not convey or permit to be conveyed in any steamer while employed in this service any nitro-glycerine or any other article which in the opinion of the minister shall be considered dangerous.

SESSIONAL PAPER No. 10e

Subsidy subject to vote of Canadian parliament.

‘It is conditioned, declared and agreed that the payment of subsidy, as hereinbefore stipulated, is subject to the amount specified being provided for the purpose by a vote of the parliament of Canada, and that if no amount is voted for the purpose, or if any amount voted has become exhausted in payment thereof, and no further sum is voted for the purpose, this contract or agreement shall terminate and become void and of no effect, and the party of the first part shall not in consequence be held liable to damage.

Minister's right to terminate contract.

‘It is declared to be the true intent and meaning of these presents, that the minister shall have the right at any time during the continuance of this contract, upon 30 days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.

Assignment of contract.

‘This contract shall not, nor shall any right or interest therein be assigned without the consent in writing of the minister to such assignment having been first obtained.

Canadian members of parliament not admitted to share in contract.

‘It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

Changes in contract.

‘The minister may authorize any change or changes in the terms of this contract as may not be inconsistent with the vote providing for the payment of the subsidy.

Minister to be final judge as to full carrying out of contract.

‘The minister shall at all times be the judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive.

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OF
BRITISH COLUMBIA

SHOWING
ROUTED MILEAGE PORTS OF CALL AND TERMINAL PORTS
OF
SHIPWING LINES, SUBSIDIZED
BY THE
DOMINION GOVERNMENT
BEING THE FISCAL YEAR 1901-1902
TO BE AMENDED

DEPARTMENT OF TRADE & COMMERCE
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Date	Description

THE MILITARY AND NAVAL SERVICE
OF THE UNITED STATES

[illegible]

MAP
OF THE PROVINCES OF
Quebec, New Brunswick, Nova Scotia,
and Prince Edward Island,
SHEWING

1. THE UNITED STATES DEPARTMENT OF JUSTICE
 2. HAS BEEN ADVISED BY THE UNITED STATES DEPARTMENT OF JUSTICE
 3. THAT THE UNITED STATES DEPARTMENT OF JUSTICE

MAGDALEN
ISLANDS



Insert

Foldout

Here

